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No. 16,848. 號八十四百三千大萬一第 日二十月八年二統宣 HONGKONG, THURSDAY, SEPTEMBER 15TH, 1910. 四拜禮 號五十九月九年十一百九千一英港香 PRICE \$3 PER MONTH.

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[a34-1]

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[a1472]

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Hongkong, 29th April, 1908. [a722]

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12.00 Noon to 1.00 p.m. Every 10 minutes.
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Hongkong, 1st April, 1909. [476]

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No. 1	510 ft.	77 ft.	26 ft.
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**WARWICK MAJOR'S
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Including MISS GEORGIE CORLASS,
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"THE CASE OF REBELLIOUS
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Now being Played to Enormous Houses at
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MISS GEORGIE CORLASS as
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"THE IMPORTANCE OF
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Plans at MOUTRIE'S. [1034]

INTIMATIONS

HONGKONG GYMKHANA CLUB.

THE FOURTH MEETING of the Season
will be held at HAPPY VALLEY, on
SATURDAY, the 17th September, 1910,
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The Charge of Admission will be \$1.00 for
others than Members of the Hongkong Jockey
Club or GYMKHANA CLUB.
Soldiers and Sailors in uniform Half-Price.
The Committee invite the Ladies of Hongkong
to be present.

REGINALD F. C. MASTER,
Hon. Secretary and Treasurer.

Hongkong, 14th September, 1910. [1056]

**VICTORIA RECREATION
CLUB.**

THE ANNUAL AQUATIC SPORTS
will take place in the CLUB BATH, on
the 22nd, 23rd and 24th inst. The HALF-
MILE, to be swum in the open, is for the
CHAMPIONSHIP of the Colony. Entries
close on the 17th inst. Entry Forms obtainable
from the Steward.

FRANK LAMBERT,
Hon. Secretary.

Hongkong, 12th September, 1910. [1044]

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FIRST-CLASS AND UP-TO-DATE.

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Well Furnished Reception Rooms.
Private Bar and Billiard Room for Hotel
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Every Comfort.
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Ladies' Afternoon Tea-Rooms.
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Hot and Cold Water throughout.
Electrically Lighted; Electric Fans (if
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Electric Passenger Elevator to each floor.
Table D'Hôte at separate tables.
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MANAGER.

Hongkong, 24th July, 1905. [a558]

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THIS HOTEL has recently been thoroughly
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TELEGRAPHIC ADDRESS "COMFORT,"
Hongkong.
Hongkong, 1st September, 1910. [a542]

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Well Furnished Rooms, every home comfort
Fine View of the Harbour.
Telephone, No. 690.

Apply to—Mrs. F. W. YATTS,
"Braeside," 20, Macdonnell Road.
Hongkong, 4th December, 1907. [a36]

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[a1004]

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A most pleasant retreat for those desirous for
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Comfortable accommodation for travellers
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colony of Macao.

Macao is 40 miles south-west of Hongkong
Two steamers (S.S. Sui An and Sui Tai) daily to
and from Hongkong, and two steamers to and
from Canton, give easy communication with
both these centres.

Cable Address—"BOAVISTA."
For Terms, apply to
[a215] THE MANAGER

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Only communications relating to the news columns should be addressed to THE EDITOR. Correspondents must forward their names and addresses with communications addressed to the Editor, not for publication out as evidence of good faith. All letters for publication should be written on one side of paper only. No anonymously signed communications that have already appeared in other papers will be inserted. Orders for extra copies of DAILY PRESS should be sent before 11 a.m. on day of publication. After that hour the supply is limited. Only supply for Cash. Telegraphic Address: PRESS. (Cables: A.B.C. 5th Ed. Lieber. P. O. Box, 84. Telephone No. 12.

BIRTH.

On 13th September, at West Dulwich, London, the wife of G. W. Gordon, Commander P. & O. S. S. Delhi, of a son. [1061]

HONGKONG OFFICE: 107, DES VUEZ ROAD. C. LONDON OFFICE: 131, FLEET STREET. E.C.

The Daily Press.

HONGKONG, SEPTEMBER 15TH, 1910.

THE general public has heard but little for many months past of the enterprise which was started at Hankow a couple of years ago by the International Export Company, and many have perhaps concluded that the strong prejudice which was worked up in England against frozen pork from China had smothered the enterprise in its infancy. Both the British Consular Report and the Report of the Commissioner of Customs at Hankow serve to correct that impression, for we are told that the Company is making very large additions to its premises. To borrow the words of the Commissioner of Customs, "as no one would credit the Company with throwing good money after bad, it must be presumed that the venture has, on the whole, justified expectations." If we recollect aright, it was stated at the time the Company started operations that they had put out about £30,000 on their refrigerating plant, and it may well be imagined that they would not be ready to close down the establishment on meeting their first rebuff. England cannot be the only market in the world for frozen pork. The prejudice of the British consumer is due to misrepresentation, or as the British Consul puts it, to "the confusion in the minds of the public between the ordinary

black pig of the Chinese towns—the scavenger pig of the globetrotter—and the special black and white variety which Hunan has for long years specially bred for export to Chinese centres, and which alone the International Export Company deals in." The Consul mentions that the existence of a Government salt monopoly bars the way to the local curing of bacon, "which would greatly benefit the home consumer." We presume the Consul means the British consumer, but we can see no grounds for thinking that Chinese bacon would be any more welcome in the English markets than the frozen carcase. The prejudice—mistaken prejudice though it may be—is against the habits of the pig, and that prejudice will need to be overcome before a remunerative market can be found for the meat in any form. It is unfortunate for the Company that their enterprise should have been threatened with disaster by a prejudice arising out of a confusion of the varieties of Chinese pig; but while every effort is being made to correct the misapprehension the Company is evidently able to keep its head above water by pushing the other branches of its business. The most successful part of the business, so far, we learn from the reports, has been that of frozen poultry, though the Commissioner of Customs says the native bird still protests against all efforts to fatten it. Large quantities of wild fowl, comprising geese, duck, teal and snipe, a few bustard, pheasant, quail, deer and hares, have been shipped by the company, besides thousands of domestic ducks, chickens, pigeons and the frozen contents of fresh eggs. Even this side of the business has serious difficulties to contend against. The export of frozen game is only permitted during three months of the year, and unfortunately the months during which it may be shipped do not include the high-water season when steamers with the necessary refrigerating plant can reach the port. The frozen beef trade is not being prosecuted, in deference to native feeling on the subject; while the egg business has been checked by high prices. "But it must be remembered," says the Commissioner of Customs, "that the magnitude of the Company's operations is one of the chief causes of the rise in prices." We note that the shipment of fresh eggs at Hankow fell off last year to the extent of fifteen and a half millions, and that the Chinese albumen factories in the port are feeling the effects of the Company's demand for eggs, as the increasing price has made it difficult for the firms established in Hankow to compete with the Chinese factories at Wuhu and Chinkiang, which sell their produce in the Shanghai market. But, more broadly considered, the operations of the Company must be very beneficial to the native producers in the districts from which they draw their supplies, and the Company ought, therefore, to be able to count at least on the good-will of the people, which in China is a factor of much importance to the success of a foreign enterprise of this description. The Company must be fairly well satisfied with the results of their operations, and the fact that they are making large additions to already extensive premises is proof that, in spite of the obstacles we have enumerated, they are not without confidence in the future of the enterprise.

Lady Mody was among the passengers from Bombay by the P. & O. steamer Delhi yesterday.

Queen Alexandra on the 29th ult. forwarded to Miss Weston £105 towards her Bedford Relief Fund.

The Officers of the Buffs have presented to the Hongkong Jockey Club a handsome cup for the next annual race meeting.

For striking a lunk and behaving in a disorderly manner Mr. J. R. Wood at the Magistracy yesterday fined a Chinese \$5, the alternative being seven days' imprisonment.

For stealing six dozen razors, valued at \$82, from the Wing Sun Company, Mr. E. R. Hallifax at the Magistracy yesterday sentenced a native to three months' imprisonment with hard labour.

The entire Philippine naval station is agog over the expectation that Olongapo, Philippines, may soon lead the world in the building of an airship that will revolutionize the navigation of the air.

The two Chinese arrested at Penang in a sampan off the steamer Glenogle in possession of a large quantity of morphine and cocaine, mentioned in yesterday's Daily Press, have been liberated on a bail of ten thousand dollars.

Four coolies appeared before Mr. J. R. Wood at the Magistracy yesterday on a charge of carrying 203lbs of dynamite without the label "dangerous goods." The contractor by whom they were employed was also summoned. After hearing the evidence his Worship discharged the coolies and ordered the contractor to pay a fine of \$10.

Before Mr. J. R. Wood and a jury at the Magistracy yesterday afternoon an inquiry was held concerning the death of a Chinese prisoner in Victoria Gaol. The medical evidence showed that death was due to natural causes, and the jury returned a verdict accordingly.

Last week the dead body of Mr. F. A. Meyer, a Swiss employed in the office of the Netherlands Trading Society at Singapore, was found lying beside a bicycle in Holland Road, about 7 1/2 miles from town. He had been dead for some time and the circumstances surrounding the occurrence are still enveloped in mystery. A large fracture was found at the base of the dead man's skull and this undoubtedly was the medium of death.

Viscount Terauchi, Resident-General, has issued an Order for Chosen (Korea) providing that those foreigners who are denied freedom of residence by treaty and who are engaged in labour shall not be allowed to reside or carry on their business outside the limits of the late Foreign Settlements, without obtaining the special permission of the local Governors. [This is apparently aimed at Chinese.]

Mr. Stuart J. Fuller, while at Ceylon, on his way to take up his new post as American Consul at Gottenburg, was trapped by an "interviewer," who induced him to talk regarding the export of Chinese labour to the Straits, and trade conditions generally. Mr. Fuller, replying to a question, remarked that if America wished to improve her trade with China she must "come out and get it." There were just now very few American houses in the Far East. The Standard Oil Company had been doing a good business, and the Pacific Coast Flour Companies had been doing very well, but the Chinese mills at Shanghai were now doing a considerable proportion of the business.

THE OPIUM MONOPOLY TAX.
BRITISH PROTEST.

The following telegram has been sent to the Viceroy of Canton by the Waiwupu:—
"In reference to the Board's telegram to you of the 30th of the 7th moon."

"The British Minister has again reported that opium has been illegally seized in Swatow, Samshui, San Tong and other places. Protest had been repeatedly made against such action without effect. The illegal seizure of opium still continues. The Minister's information is that on the 4th day of the 7th moon the firms named Po Fung and Po Ying were each fined \$350 for having sold 116 balls of opium without reporting the same to Kwong Wing Yuen, the opium farmer, and failing to ask the purchasers of the opium to pay the new tax. This opium, it is stated, was sold by the two firms previous to the new tax coming into force. Also the firm of Cho Kee of Shui Hing was forced under threats of cancelling their licence, to pay the new tax on eight chests of raw opium sold before the new law. The farmer took no notice of the fact that the duty had already been paid on the said opium had already been paid. The British Minister states that he reported these actions of the Canton authorities to his Home Government, and has received a telegram stating that though the general question is still under discussion a strong protest should be made at once against the action of the Canton Authorities."

"It has come to our knowledge that the so-called prepared opium tax is in reality another tax on raw opium. Whatever explanation may be given, it will not be accepted by the foreigners. Therefore, all the opium seized should be released, no fines must be imposed in such cases, and other arrangements must be made so as to avoid complaints endangering the position."

"When the Board was discussing the question, a telegram was received from Chan Ki Kin, President of the Anti-Opium Bureau of Kwangtung, to the effect that Leung Chin Tong, the farmer of the prepared opium tax, was himself engaged in smuggling opium into the interior; that he is offering bribes and otherwise acting in violation of the regulations. Repeated complaints had been made by foreigners, and the telegram says that if he is not dismissed the anti-opium movement as well as the tax will be seriously affected. Please make investigation forthwith and appoint a trustworthy merchant in his place. As complaints have been made by foreigners as well as by Chinese, it is evident that the farmer is not conducting the business in a proper manner. Therefore, better arrangements should be made. Dismiss the farmer, if necessary, after a thorough investigation so as to avoid complaints. Please give orders to comply with these instructions and wire the result to the Board."

IMPERSONATING SANITARY BOARD INTERPRETERS.

The case at the Magistracy in which two Chinese were charged with obtaining money by false pretences, and with conspiracy to defraud, was concluded yesterday. One of the defendants was a ward boy in the Lunatic Asylum, and the other said he was a policeman from Canton, but the local police records showed that he had been banished from the Colony five years ago. The evidence showed that the defendants approached a tradesman in the Western district, and "one of them informed him that he had erected a furnace for boiling bones without the permission of the Sanitary Board. The tradesman asked what he should do, and he was informed that if he sent a present to the Sanitary inspector of the district no proceedings would be taken against him. The sum of \$10 was then handed over to the alleged interpreters. After hearing the evidence his Worship (Mr. Wood) sentenced each of defendants to three months' imprisonment with hard labour."

SERIOUS FIRE ON S.S. "KUM CHOW."

PANIC-STRICKEN PASSENGERS JUMP OVERBOARD.

A serious fire, which is believed to have occasioned considerable loss of life, occurred on the steamer Kum Chow at about two o'clock yesterday morning. At that hour the firemen were aroused from their slumbers by the clanging of the fire bell, and on turning out they observed the sky at West Point lighted by a lurid glare. They hastened to the scene of the blaze, and on arrival on the Praya found that it was on shipboard. The Kum Chow was lying about one hundred yards out and to the westward of Jardine's wharf, and when the brigade arrived she was, as one of the firemen described it, "blazing like a burning mountain." The fire fighters pushed off to the vessel in sampans, and were soon working strenuously to quell the outbreak, and it was not long before the two fire-boats were in attendance to assist them.

The Kum Chow is on the Saigon run, and was to leave for the latter port early on the morning of the outbreak. She was laden with rice and general cargo, and had 25 Chinese passengers on board, as well as a large number of sheep in pens on the upper deck. The origin of the fire is at present a mystery, but it is surmised that it might have occurred through the carelessness of some of the Chinese passengers, or during the coaling of the vessel, for coaling operations were being carried on through the night. The fire is believed to have broken out in the upper hold just below the main deck, which was stored with general cargo, and in which a number of the passengers were quartered, but various opinions prevail as to the part of the ship in which the outbreak originated.

It would appear that the fire had a firm hold before it was discovered, for when the firemen arrived under Lieut. Beckwith and Assistant Superintendent Baker it took two hours' hard fighting before it could be got under control. Extensive damage mostly to the fittings of the vessel was done between the engine-room and the fore hatch. On account of the holds being battened down the blaze had little opportunity of extending to the cargo, but it reached a number of tins of kerosene, and the ignition of this combustible liquid added to the fury of the flames, which subsequently reached the paint locker, and the bursting of tins of paint which followed led the firemen to believe that the vessel was carrying dangerous cargo.

Reassured on this point, however, they worked with a will. Down in the holds, blinded with smoke and half-suffocated with noxious gases, the firemen lay on their stomachs and with their hose trained on the parts where the fire seemed to have the firmest hold, poured a constant stream of water on the flames. The two fire-boats also discharged a large stream of water into the ship from either side, but so great was the volume that the donkey engines broke down and could not cope with it, and more than 8000 gallons had to be shipped up. On one occasion the hold of the ship was so full of water, and the pressure of the supply from the new float was so great that the vessel took a dangerous list to starboard, and it was feared that she was going to heel over.

Even then the firemen did not leave their posts. It was discovered that the fire had the firmest hold and was doing most damage in the vicinity of the paint locker, but there the heat was so great that it was impossible to get within working distance from below, so nothing remained but to knock a hole through the upper deck and thus gain access to the locker from above. This was done and not more than half an hour afterwards the brigade had the outbreak under control. Subsequently it was discovered that the companion ways were destroyed, also the officers' quarters and all their effects. The bridge was badly charred, and the telegraph was rendered unworkable.

While the fire was at its height and the reports of the bursting paint drums continued, a panic occurred among the Chinese passengers and even extended to the native crew. Confusion was made worse confounded by the breaking loose of the two hundred sheep quartered on the main deck. These rushed about bleating loudly. Many passengers leaped overboard and most of the Chinese seamen are said to have followed suit. Fortunately there were numerous sampans in the vicinity and many were rescued from the water, but it is feared that quite a number were drowned. The firemen have nothing but praise for the European officers of the vessel, who worked side by side with them and used their best efforts to stay the panic which had started amongst the passengers. But their endeavours were unavailing. The Chief Officer at one time was reported missing, and it was feared that he had met his death under hatches. Later, however, he appeared from below with scorched face and singed hair to relieve the anxiety of his comrades.

When day dawned yesterday two bodies were picked up in the harbour and removed to the mortuary. A number of children, who had been rescued from the harbour by the crews of sampans, were taken to the West Point Police Station. Most of them were claimed during the morning by their anxious parents. The extent of the death toll is at present uncertain, only four men having been reported missing, but it is thought that the number drowned will not be so great as was at first anticipated.

Petitions have been sent to Peking recently by the Chinese residents in the Dutch Colonies representing that the Dutch Government treat the Chinese residents very oppressively. The Peking Government is requested to instruct the Chinese Minister at The Hague to lodge a protest with the Dutch Government and request it to treat Chinese residents in the Dutch Colonies more considerately.

TELEGRAMS.

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[REUTERS'S SERVICE TO THE "HONGKONG DAILY PRESS."]

THE DEMOCRATIC VICTORY IN MAINE.

LONDON, September 14th.

The Democrats are almost dazed with the victory in Maine and are confident of a general landslide in November.

DOCK FOR DREADNOUGHTS.

LONDON, September 14th.

The Committee of the Clyde Navigation Trustees have recommended the Trustees to construct a dock for Dreadnoughts at Renfrew.

THREATENED LOCK-OUT IN LANCASHIRE.

LONDON, September 14th.

Public feeling in Lancashire is increasingly in favour of an effort to avoid a lock-out in view of the insignificance of the point in dispute.

The Mayors of eight cotton towns are strongly of opinion that a way out ought and can be found.

HONGKONG UNIVERSITY.

LONDON, September 14th.

The "Times" publishes an account of the progress of the effort to establish the Hongkong University. It refers to the German guarantee of £10,000 sterling annually in aid of the High School at Kiauchau, and trusts that the University's appeal to the British public will not be in vain.

MR. ROOSEVELT'S GIGANTIC TASK.

LONDON, September 14th.

Having concluded a fortnight's "stump," Mr. Roosevelt has started on the gigantic task of organising a New Republican Party within a fortnight to endeavour to secure victory in the State Convention.

The results in Maine, where the Democrats have carried the elections, are most significant, as Maine has hitherto been a Republican stronghold.

"THE PRIVATE SECRETARY."

The mirth-provoking piece, "The Private Secretary" was the attraction last night and needless to say the reputation which the Warwick Major Company have already won for themselves in the Colony ensured an excellent production, a fact which was not overlooked by the theatre-going community who attended in considerable numbers and gave deserved support to a performance about which nothing but the highest praise can be said. The comedy, which is aptly described as screamingly funny, was admirably presented. There was no exaggeration, no boisterousness. Everything was artistic.

The difficult part of the Rev. Robert Spalding, the private secretary, was undertaken by Mr. Robert Stephenson, who invested the role with all the fun and ludicrousness which the author designed it to have, and his work met with frequent applause. The chibleric old uncle from India was effectively portrayed by Mr. Rivington, who was responsible for much of the success of the production, and Mr. Kenneth Brampton very naturally represented the nephew who was desired to sow his wild oats, while he was ably supported by Mr. Story as Percy Marsland. Mr. Jess Sweet was given a part of considerable importance as the tailor, who wished so ardently to soar to the upper strata of society, and he filled it well, while Mr. Osbourne as Mr. Marsland, M.P.H., was certainly impressive. Miss Lilian Lloyd made a sweet Edith Marsland, and Miss Drowley was charming in the impersonation of her friend and companion, while Miss Nina Osbourne proved very satisfactory as Mrs. Stead. The work of Miss Minnie Rayner as Miss Ashford was distinguished by her usual ease and naturalness, and Miss Sweet's Dale essayed the part of Jane with success.

The s.s. Yunnan arrived in port yesterday with a large number of guns, boats, launches and general salvage from the ill-fated Bedford.

CANTON.

[FROM OUR OWN CORRESPONDENT.]

September 13th.

MUTINY OF TROOPS.

News comes from the Lo Ting Prefecture of a serious mutiny among the troops. From this report it would appear that a soldier entered a gambling house and demanded a squeeze from the manager. The matter was reported to the officer in charge of the troops and the offender's head paid for his crime. This greatly incensed his comrades, and according to the report more than a thousand of the troops have deserted. Many of these are becoming a menace to the district, and the intervention of the authorities has been requested.

SOLDIERS AND POLICE.

There appears to be a great deal of friction between the soldiers and the police. The troubles at the New Year are still fresh in the minds of everyone, and a few days ago an incident occurred which for a time threatened to become equally serious. A soldier bought some fruit from a stall-holder, and then refused to pay the full price. A quarrel arose, and the soldier struck the vendor on the head, hurting him severely. The Kaifong, seeing what was going on, came to the fruit-seller's assistance, and called in a policeman, who with the aid of the bystanders took the soldier into custody. The officer in charge of the police station then handed the man over to his regiment, after he had ordered him to pay the unlucky fruit-seller \$1 compensation. When the news of their comrade's arrest came to the ears of his regiment, the men became very excited and threatened to make an attack on the police station. However, the military officers, having profited by past experience, ordered an immediate parade and roll call, and order was seemingly restored. In the evening, however, several soldiers succeeded in leaving barracks, and found their way to the police station, where they found the constable who had effected the offending soldier's arrest. They severely assaulted him, but the noise of the quarrel aroused the Kaifong, and assistance was at once telephoned for. On the arrival of a strong body of police the soldiers made off, and no further trouble has transpired, but the incident shows what a tiny spark can create trouble here. The unfortunate policeman is not likely to recover from his injuries.

WHOLESALE ROBBERY.

An incident has lately happened in the over-troubled Shan Tak District, which shows the terrible state of affairs that exists in some of the country districts of South China. A gang of men stated to number more than a hundred, and dressed in the garb of yamen runners, suddenly made their appearance in Kam Li Sah, which is a large village in the district in question. They made their way to the house of a rich family and looted it completely. They then paid their unwelcome calls on every rich man's house in the village and they looted with practically no opposition no fewer than 10 houses. Meanwhile constabulary regiments in the village, and the watch were called out and endeavoured to cope with the brigands, but they were repulsed with the loss of several of their number. The bandits are said to have got clear away with valuables to the extent of \$10,000. Several persons were carried away to hold for ransom, and one man who endeavoured to protect his property was shot dead. The matter is now in the hands of the district magistrate, but he is not likely to do much, for he is noted as an incapable. Over three hundred robberies, besides murders and kidnappings have taken place in this particular district since the New Year.

RUMOURS.

A tale is going the rounds here that the Governor of Kwongai, Chang Ming Ki, is to be appointed Viceroy on the completion of his mission to Peking, and that Admiral Li is to be named Governor of Kwongai. There is, however, no official confirmation of this news.

A BIG FIRE.

A terrible fire occurred a few days ago in the Western Suburbs. It appears that the cook to the establishment, being a careless fellow, let a piece of blazing wood come in contact with a tin of kerosene oil. There was at once a big blaze and the flames were soon out of control. The shop contained the fakes, five of whom were sleeping upstairs unaware of the outbreak of fire. Four of these were burnt to death, while the fifth, who endeavoured to save himself by jumping to the ground, succumbed to his injuries. The building was completely destroyed.

WEATHER.

After weeks of the most terrible heat a cooler season has now set in. Although midday is still very hot the mornings and evenings are now delightful.

HONGKONG CRICKET CLUB.

CONCERT.

The programme arranged for the forthcoming concert is as follows:—

Part 1.
Selection... "Cavalleria Rusticana,"... Mascagni.
Band of The Buffs.
Tenor Solo... "Selected."
Mr. E. W. Goldring.
Violin Solo... "Adoration,"... Borowski.
Mrs. R. C. Edwards.
Soprano Solo... "Cupid at the ferry" Ed. German.
Mrs. Frank Matfield.
Humorous Song... "Selected."
Mr. W. G. Worriesier.
Selection... "The Gondoliers,"... Sullivan.
Band of The Buffs.
Part 2.
Selection... "The Dollar Prince,"... Fall.
Band of The Buffs.
Sword display by Corp. F. Burgess, R.G.A. (King's medalist).
Tenor Solo... "Behold! 'tis night,"... Bohr.
Mr. G. P. L. muret.
Contralto Solo... "Kathleen Mavourneen" Crouch.
Mrs. A. G. Gordon.
Humorous Song... "Selected."
Mr. R. M. Crosse, R.G.A.
Selection... "Faust,"... Gounod.
The Band of The Buffs.
Accompanists, Miss D. Page, Mr. E. J. Chapman and Mr. Geo. Grimble.

VICTORIA DIOCESAN CONFERENCE.

NAMING THE CHURCH IN CHINA.

An interesting assembly was held yesterday when the first Diocesan Conference in Hongkong met at St. Paul's College. Prior to the opening of the Conference there was a celebration of Holy Communion in St. John's Cathedral.

The Lord Bishop of the Diocese presided, and amongst the delegates present were:—The Ven. Archdeacon Barnett, Rev. H. O. Spink, A. B. Thornhill, W. E. Hipwell, C. E. Thompson, N. Mackenzie, A. D. Stewart, Rogers, Hon. Dr. J. M. Atkinson, Col. C. W. R. St. John, Messrs. A. H. Harris, R. S. Piorcy, E. Cornwell, Lewis, and a number of Chinese delegates.

THE BISHOP'S ADDRESS.

In opening the Conference, the Bishop said:—My Reverend and Lay Brothers,—It is my great privilege to welcome you to this Diocesan Conference. In my opening address I propose to deal with some aspects of our Diocese and its work and to touch upon the subjects down for discussion to-day. Hitherto our organization has moved on parallel lines. The Cathedral and our few English chaplains have supplied the needs of the important English-speaking community, and the Chinese Church Bodies (for the Colony and for Kwang Tung Province), together with the South Chinese and Missionary work. Now we are called upon to act as a Diocese, not merely as a Colonial branch of the Province of Canterbury nor as a group of Missionary Stations, but as one Diocese comprising the British Colony of Hongkong and a considerable missionary jurisdiction in the Empire of China. It is for this reason that I have called you together to-day. It is now more than three years since I, as an entire stranger, was called to be your Bishop, and I look back upon them with thankfulness for God's never-failing goodness, with gratitude for your much consideration and many kindnesses, and humiliation for my own numerous shortcomings and mistakes. I have had the privilege of visiting all the Churches in the Diocese, except one or two newly opened offshoots that I hope to visit this autumn. I have confirmed 575 candidates, 600 of them being Chinese converts of mature age and established faith. The statistics returns that the clergy are kindly sending in mostly indicate considerable progress. I have noticed with pleasure the dignity, orderliness and reverence of the English services, and I have observed with thankfulness the consistent lives and generous liberality of many individuals amongst the European residents in this Diocese. I am bound to say the attendance at the means of grace leaves much to be desired. As regards the missionary enterprise, I have been much impressed with the manifest results of the splendid work of the C.M.S. I have observed the great sense of responsibility possessed by the Chinese Church, together with considerable organizing power. It is an inspiration to see indications of its genuine devotion to our Lord. It is a sign of progress that I have dedicated three new Churches in the Tuen Tung district. One of these at Sheng Ling is a substantial and spacious new structure built entirely by the Christians and enquirers in the place. The other two are converted ancient ancestral halls. I have also opened a fourth new Church, another ancestral hall, which is lent, not free, by the village to the Christian Church. Where the ancestral tablets stood for generations, the Lord's Table now stands, and above it a text indicating that the true Light now shineth. In these remote villages, newly evangelized by the Chinese themselves, we find an entire Christian community attending their Church, not only on Sundays but daily, and supporting it with self-denying liberality. However, neither in Hongkong nor in the country have the Chinese members yet learnt that scrupulous regard for the cleanliness and good order of the fabrics of the House of God that is so dear to Western Christians. I appeal to the Pastors and Church Councils to remember that though of course the Most High's Presence is not confined to temples made with hands, the Church is the House of God, and if it is to be a fit habitation for Him it should be kept in a clean condition and in good repair. It is a cause for much thankfulness that the desire of my predecessor has been realized in the further sub-division of the Diocese and the formation of another new missionary jurisdiction. This Diocese was formed in 1849 and has proved the mother of many new Dioceses. Twelve have been formed by the Church of England, Mid China, now called Chekiang, in 1872; North China in 1880 (from which Korea was formed in 1889 and Shan Tung in 1901); South Tokyo in 1888 (from which Kiangsu, Osaka and Hokkaido have been created) and Fokien in 1906. The new Diocese or missionary jurisdiction formed last year comprises that portion of the Province of Hunan that lay in this Diocese and the northern section of the Province of Kwangsi, and we who know the Right Rev. Bishop Banister feel that His Grace the Archbishop of Canterbury could not possibly have made a wiser choice for the first Bishop. His successor in the Archdiocese of Hongkong and Secretary of the C.M.S.—the Ven. E. J. Barnett—is rendering invaluable assistance to me and yeoman service to the Diocese. Even after this division of the Diocese there remain vast regions comprising the whole of the Province of Kwang Tung, Kweichow, almost the whole of the huge and remote province of Yunnan, and the Southern halves of Kwangsi and Kiangsi, containing hundreds of cities and towns and many millions of souls who, but for the zeal of Roman Catholics and the non-Episcopal Churches, would be entirely unevangelized. You will be called upon to consider what steps should be taken by our Church to more adequately bear her share of the burden of evangelizing and shepherding

these millions of Chinese for whom the Redeemer died and to whom He has commissioned us to proclaim His everlasting Gospel. After noting the growing desire for the renewal of Christendom and the spirit of co-operation shown by all denominations in Hongkong, his Lordship referred to the changes in the clerical staff, and went on to speak of the additions made to buildings belonging to the Church.

His Lordship gratefully acknowledged many generous gifts for the upkeep and equipment of the English Churches. The Cathedral had been thoroughly repaired and the organ restored at great cost. St. Peter's Church, Hongkong, has been supplied with a new reredos, pulpit and other appointments, and friends have given large sums for costly new organs for St. Peter's Church, Hongkong, Shameson, and St. Andrew's, Kowloon. Proceedings, he said: I am glad that our oldest church in the Diocese, the British Chapel at Macao, is now being regularly used for Divine service. The British community there is very small, but the monthly visit of a clergyman is much appreciated, and I am grateful to the Steamship Company for free passes for chaplains both to Canton and Macao. The Cathedral Church of St. John would be in a far better financial condition if it had an endowment of even \$100 a year, seeing that the congregation is constantly changing. It is unsatisfactory that for several years past after careful economy and even deducting \$100 from every collection given to charities, the annual expenditure has been about \$1,000 in excess of the income. I should be thankful if well-to-do past or present members of the congregation would subscribe at least \$10,000 as a nucleus for an Endowment Fund. The Sunday School and parochial work would be far more effectively accomplished if a Church Room could be built. Such is now almost always found in connection with the humblest Church of any denomination. The Diocesan Homes and Schools for Boys and Girls, largely Eurasian, continue to accomplish excellent work and both are reported by the Director of Education as thoroughly efficient. I was grateful to the committee of ladies and gentlemen who manage them and to the chaplains of the Cathedral for the religious instruction they systematically give therein. The Girls' School is held in rented premises. This involves a heavy charge upon our annual resources and is unsatisfactory, seeing that we have no fixity of tenure. I hope, therefore, the time will come when we shall possess premises of our own, as I am happy to say is the case with the Boys' School. A report will be presented to you of the Anglican Conference held at Shanghai last year, which I had the privilege of attending. This Diocese had its full representation of four clergy and two laymen. A draft scheme for the Constitution of the Holy Catholic Church of China was approved by us to be submitted to the several Synods or Diocesan Conferences. Their amendments and suggestions are to be finally considered at another Conference to be held in eighteen months' time. Each of the other Dioceses has discussed the draft constitution and the Secretary is awaiting our decision to-day to send round the final draft to the ten Dioceses concerned. This is one of the most important matters we have to discuss to-day, and I hope Chinese brethren will be heard to-day on it. It is also very desirable that we begin to consider the formation of a Diocesan Synod. Most of the other Dioceses in the East have such Synods. Our difficulty is of course the dual character of the Diocese, Colonial and Missionary, English and Chinese, but I am sure even this difficulty ought not to prevent our organization on constitutional lines, as we are really one body; and I am thankful to say the most cordial good feeling exists between the English and the Chinese. We realize that we are brothers in Christ, and it is only the language difficulty that prevents our worshipping together. I hope to-day some valuable suggestions will be made, and that we shall then be able to form a committee that will enable a subsequent Diocesan Conference to take some definite action in this direction. The supply and training of clergy and catechists is, in my opinion, a matter of vital importance for the Church in this Diocese at the present time, and I hope we shall take the matter up with determination to-day, frankly recognising our present weakness, and boldly facing the many future difficulties. With regard to the supply of European clergy we are mainly dependent upon the Church at Home. That the harvest is plentiful and the labourers are few is painfully apparent. They are needed as chaplains and educational missionaries more than as evangelists at the present time. The Chinese must evangelize and shepherd their fellow countrymen but as yet they need European leaders. It is a lamentable fact that after so many years of missionary effort, and though so many have become Church members, there are only three Chinese clergy in this Diocese. I could place at least ten now as pastors of Christian congregations if I had them, and many more as pioneer missionaries. St. Paul's Training College has done excellent work, but it has not attracted many young Chinese of good education. Such men, especially if they have a knowledge of English, can earn as clerks and school-masters more than twice the money a catechist receives, and considerably more than the stipend of even an ordained man. I hope the time will soon come when the spirit of God will call such men as Christ called His Apostles, so plainly that they shall be willing to forsake the worldly gain in order to have the great joy of serving their Master in the way He so much needs. For a man to devote his life to the Christian ministry involves sacrifice, and that must be so here, as all the world over. But I am thankful to note that the laity are showing signs of making greater sacrifices in order to provide a living wage for their teachers. Church members must not

expect all the sacrifice to be on the part of their clergy and catechists. They must give as generously and systematically that men of good education will be able to enter the ministry with the assurance that they will be able to devote all their thought and energy to their high vocation without the distraction of pecuniary anxieties as to the maintenance of themselves and their families. I hope that the removal of the Diocesan Training College to the neighbourhood of Canton will render it more efficient. The Pan-Anglican Grant will mainly provide the building. It should be more economically managed, and the teaching staff and students will have a wider sphere for evangelistic efforts than in Hongkong, and, further, I am of opinion that it will be better for the students to be trained on Chinese soil. Association with Hongkong life has, I fear, in some cases tended to make the men discontented with the very simple and plain life they must live as catechists in Chinese villages. After conferring with the Colonial and Chinese Church Council, I recommended the Committee of the Pan-Anglican Thank Offering Fund that the £4,000 they have promised to the Diocese should be spent upon the new Training College and the expansion of the work of our church in the city of Canton. I feel it a terrible responsibility to have in our Diocese one of the very largest and most populous cities in the whole world (within 70 miles of the Cathedral city), a city which is indeed the Metropolis of South China. Men who have come under the influence of our Church in Australia, America, the Malay Straits and other places return to Canton and have the greatest difficulty to find any representation of the Church there. Some join other Christian bodies and some lapse into Paganism. We have barely even looked after our own people in that great city, and surely our Master expects us to witness for Him to the hundreds of thousands, perhaps millions, of people there who if evangelized would be the means of spreading the knowledge of God throughout South China. I appeal to you, my brethren, to look upon the teeming multitude of strong and intelligent people who are indeed as sheep without a shepherd and to have the compassion of Christ for them. A resolution will be submitted with regard to the proposed Hostel in connection with the new Hongkong University. His Excellency Sir Frederick Lugard wrote to me as follows on the eve of his departure last Spring:—

Government House,
Hongkong,
May 1st, 1910.

MY DEAR BISHOP,—You ask me to support your appeal for funds to found the C.M.S. Hostel in connection with the Hongkong University. I do so most gladly, for I look to the Mission Hostel to take continued charge of the boys whom the Mission has educated, up to the time they entered the University, and to assist the University authorities in maintaining that high tone and in developing character and morals upon which I have laid so much stress in the memo regarding the project. It would indeed be a matter of great regret if the C. M. S. should fail to continue its care and discipline of its own students, and to assist the University in what I regard as the highest and best task—the training of the characters of undergraduates, and inculcating a high moral standard and high ideals.

Very sincerely yours,

(Sd.) F. LUGARD.

He has subsequently personally addressed the Committee of the C.M.S. in London to the same effect. I regard this as a challenge to our Church that we must not decline the C.M.S. Girls' School known as "Fairfax," which for the last 30 years has done splendid pioneer work, must now be removed. Its site would afford an ideal one for the Hostel if funds can be raised to re-erect the school elsewhere. To do this and erect a suitable Hostel, at least £5,000 will be required. I am hopeful that my old friends in Liverpool will supply me with about £2,000, and I feel sure that if the members of the Anglican community realize the strategic value of this opportunity, the right man and the necessary money will be forthcoming. A strong resolution from this Conference on the subject will assist me in proclaiming to the Church at Home this unique opportunity, and I will conclude this address by quoting the inspiring message in the Edinburgh Conference to the Church and which I think is peculiarly applicable to the members of this Diocesan Conference:

SECRETARY TO THE CONFERENCE.

The Rev. H. O. Spink was appointed Secretary to the Conference.

NAMING THE CHURCH IN CHINA.

An interesting discussion arose on the report of the Shanghai Conference of 1910. Archdeacon BARNETT stated that the chief question which came up was the name of the Church in China. It was felt not only that the Episcopal Church in China should be united under one name, and the suggestion was made that the church should be named the Chinese Holy Catholic Church. A doubt was expressed whether this was suitable or whether it might not seem too arrogant, and after full discussion it was decided that that name be put down temporarily. The Conference of Diocesan Synods was to be asked to consider the matter, and when the next general conference was held in Shanghai they would be prepared to reconsider the question if asked to do so. It was proposed to form a church in China which would have its own constitution and its own canons, something on the lines of what had taken place in Japan, where every clergyman serving in the church subscribed to the constitution and canons of the Japanese Church. This was not the time to raise difficulties, but it could not be overlooked that serious difficulty was created by the fact that there were Anglican Churches in this Diocese solely served by Ang-

lican clergymen under the constitution and canons of the Church of England.

The Bishop read several recommendations from other Dioceses on the matter.

In the course of the discussion which followed, Colonel ST. JOHN said that the Church in China was something more than Episcopalian.

Archdeacon BARNETT said the difficulty had sprung up from the desire to get rid of the word Anglican when applied to the Chinese Church. Unintentionally there had been too much anglicizing, and it was their object to get rid of that.

Mr. HARRIS suggested that the name should be Episcopal Church of China.

His LORDSHIP asked if that would include Methodist Episcopalians.

Mr. LEWIS suggested the Catholic Episcopal Church.

A Chinese delegate expressed the opinion that such a name was too universal.

Mr. HARRIS approved of the name Church of China, and expressed the hope that in the future there would be only one church in China, and one form of government. It should be made clear that it was the Episcopal Church for which they were laying down a constitution, and as Baptists and Methodists also claimed to be the Church of God he thought the Conference would be introducing an element of discord by giving such a name to the church. He thought they were arrogating too much to themselves in excluding other brethren whom they loved and with whom they could quite well worship.

A Chinese delegate said that if the Church in Japan was called the Church of Japan he thought that as Chinese they ought to call their church the Church of China. No other church had yet claimed that name, and if they decided on that name the others could have the choice of something else.

Archdeacon BARNETT said he did not think the adoption of the name suggested would create any grievance.

Mr. LEWIS did not think it was within their province to consider other churches. So long as the Chinese were satisfied that was sufficient.

Colonel ST. JOHN said they looked forward to the time when there would be one church for everybody in China, and they did not want to make any sectarian distinctions. They had enough of that at Home.

The Rev. Mr. MOR said he did not think they were arrogating too much to themselves in calling their church the Church of China, because that sort of thing was commonly done. The meeting decided to favour the designation Church of China (Anglican).

THE GENERAL SYNOD.

Some time was devoted to the consideration of the preamble, constitution and canons of the General Synod submitted at the Shanghai Conference, and resolutions thereon.

It was recommended by one Diocese that the words "as given by inspiration of God" be added to the clause stating acceptance of and belief in the Holy Scriptures.

Another Diocese regretted the omission of reference to the Athanasian Creed.

Objection was taken to both recommendations as unnecessary and likely to lead to a controversy.

On the question of delegates to the General Synod, the draft constitution provided for four laity and four clergy.

Colonel ST. JOHN suggested six laity and three clergy.

His LORDSHIP—This is very democratic.

Colonel ST. JOHN—That is after the Irish type.

Archdeacon BARNETT—Unless we have the Irish spirit we can hardly carry that through.

It was agreed that there should be six laymen and four clergy.

THE PROVINCE OF KIANGSI.

His LORDSHIP read a letter which he had received from Bishop Banister with reference to the work of the Church in the Province of Kiangsi in the Diocese of Victoria.

As the Bishop of Hunan could reach that province much more easily than the Bishop of Victoria, it was decided that the former should superintend temporarily the work of the Church there.

UNIVERSITY HOSTEL.

His LORDSHIP urged the Conference to strongly recommend that steps be taken to form a Hostel in connection with the Hongkong University.

Rev. Mr. STEWART said if the Church Missionary Society did not undertake the work some other society would.

His LORDSHIP said if the C.M.S. did not undertake it he would ask some other society to do so.

Archdeacon BARNETT, in supporting the proposition, dwelt on the importance of keeping their hold on the young men who came here to be educated, and spoke of the numbers already who were leading Christian lives and others who although not professing Christianity were yet shaping their lives on Christian lines. It was advisable to retain their hold of the young men who came here to be trained and that could best be done by means of a Hostel in connection with the University.

Finally the following resolution, moved by Archdeacon BARNETT, was passed: "This Diocesan Conference, realizing the importance of the present educational crisis in Hongkong, recommends that the Church Missionary Society be assured that the formation of the Hostel in connection with the new Hongkong University is of the first importance, and urges that immediate steps be taken for the erection of the same."

CHINESE CATECHISTS.

The requests from the Bishops of Singapore and Labuan re the supply of Chinese Christian catechists to accompany Chinese emigrants was referred to the Chinese Church Body.

The special tribunal of the Calcutta High Court has sentenced eleven respectable Bengalis, connected with the Khulna conspiracy, to terms of transportation varying from seven to three years on a charge of conspiring to wage war.

THE "BEDFORD" DISASTER.

THE ADMIRALTY ACCOUNT.

The following is the Admiralty account of the loss of the H.M.S. Bedford:—The Secretary of the Admiralty regrets to state that H.M.S. Bedford, while carrying out full-speed trials, grounded early on Sunday at Ramarang Rocks, off the island of Quelpart, at the entrance to the Straits of Korea. The following lost their lives through the mishap of water:—

Allen Jones, artificer engineer.
Colin Ferguson, leading stoker, 1st class, 27764.

William Horner Taylor, stoker petty officer ON, 27742.

John Hart, chief stoker, ON, 235975.
John Wilson, leading stoker, ON, 236497.
Arthur Richard Austin Eastwood, stoker, 1st class, ON, 298172.

Walter Lill, stoker, 1st class, K, 124.
George Fovargue, stoker, 1st class, K, 205.
John Thomas Fogarty, stoker, 1st class, K, 146.

James Percy Calam, stoker, 1st class, S. S. 105528.
John McKittick, stoker, 1st class, ON, 104751.

Andrew McDowell, stoker, 1st class, ON, 106672.
George William Goodall, stoker, 1st class, ON, 311424.

William George McElligott, stoker, 1st class, ON, 304020.
William Cook, stoker, ON, 296491.

Thomas White, able seaman, ON, 236666.
Henry James Crust, able seaman, ON, 236394.

ON indicates official number, a special service, and K is part of some numbers.

The remaining officers and men have been taken off the ship.

H.M. ships *Minotaur* and *Monmouth* were on Sunday anchored near the Bedford, but owing to heavy weather had to put to sea for the night. H.M.S. *Flora* has been ordered from Hongkong, and the Japanese authorities have been asked for assistance.

The Commander-in-Chief on the China Station reports that there is very little chance of salvaging the ship, which is full of water up to the engine-room bulkhead.

THE KING'S SYMPATHY.

The Secretary of the Admiralty states that the following telegram has been received from the Queen in Walling:—Balmoral Castle:—

The King deeply regrets to hear of grounding of H.M.S. Bedford, resulting in the loss of eighteen lives, and wishes to express his sincere sympathy with the relatives and friends of those who have perished.

His Majesty desires to be kept informed of further particulars.

HONGKONG LEGISLATIVE COUNCIL.

The agenda for to-day's meeting bears the following questions:—

By the Hon. Mr. E. Osborne:—

(1) Will the Government state what is the total amount received up to 30th June, 1910, as additional dues on shipping towards construction of the new typhoon refuge?

(2) Will the Government promise that the contract for the construction of the new typhoon refuge shall not be given to any tenderer who does not give ample security for completing the work within contract time?

By the Hon. Mr. M. Stewart:—

(1) Has Government any information as to whether the Chinese Authorities are moving in the matter of the proposal to erect a wireless telegraphy station on the Pratas Reef?

(2) Will the Government inform the Council what steps, if any, have been taken to redeem the promise, made last year, to clear the site to the north of the new Law Courts "as soon as possible"?

(3) Will the Government inform the Council on what principle some beverages containing as little as 3 per cent. of alcohol may be held to be dutiable, while others containing as much are treated as exempt?

The orders of the day are:—

First reading of a Bill entitled, "An Ordinance to apply sum not exceeding Six million and forty-two thousand five hundred and forty-three dollars to the Public Service of the year 1911."

Second reading of the Bill entitled, "An Ordinance to provide for the formation of a Volunteer Reserve."

Second reading of the Bill entitled, "An Ordinance to amend the Pharmacy Amendment Ordinance, 1910."

Second reading of the Bill entitled, "An Ordinance to amend the Malicious Damage Amendment Ordinance, 1910."

Second reading of the Bill entitled, "An Ordinance to further amend the Law relating to Dangerous Goods."

Committee on the Bill entitled, "An Ordinance to amend the Magistrates' Amendment Ordinance, 1904."

Second reading of the Bill entitled, "An Ordinance to amend the Tramway Ordinance, 1902."

* Will not be proceeded with at this meeting.

LOCAL SPORT.

CRICKET.

A friendly match between the above teams was played yesterday at Lyceum and resulted in a win for the home team by three wickets and 78 runs. Scores:—

E.A.M.C. v. 83RD CO., E.G.A.

Sgt. Major Edson, b Stapleton 14
Pte. Stammers, b Hugg 11
Pte. Corbett, c Light, b Stapleton 0
Sgt. Wymore, b Kavanagh 25
Cpl. Williams, c Light, b Stapleton 8
Cpl. Hill, c Kavanagh, b Hugg 5
Pte. Hogg, b Stapleton 5
Sgt. Preece, c Boyle, b Goodall 5
Cpl. Huggett, c Goodall, b Kavanagh 3
Pte. Claridge, b Stapleton, b Goodall 9
Sgt. Cole not out 1
Extras 10
Total 81

E.G.A.

Pte. Craig, b Williams 0
Sgt. Stammers, b Hugg 20
Sgt. Stapleton, b Claridge 32
Gr. Boyle, b Hill 20
Gr. Light, b Hill 6
Gr. Swanton not out 14
Gr. Hogg, b Hill 5
Gr. Kavanagh, not out 42
Gr. Goodall not out 14
Corp Spicer and Gr. Moore did not bat.

Extras 3
Total 159

REALLY TERRIBLE SKIN TROUBLES.

Girl's Head a Mass of Humour—Grew Thin and Weak—Despaired of Ever Curing Her—Baby was Even Worse with Running Eczema—No Signs of Eruption Left Now.

MOTHER TELLS HOW CUTICURA CURED BOTH.

"My little girl's head started with a lot of pimples and then they began to all with matter and discharge. As fast as one broke there was a lot more came out until her head was a complete mass of running sores. For days she would not take any notice of us. She began to get thin and weak and I gave up all hope. I was ever getting her head well again until I saw about the Cuticura Remedies. But Cuticura made it quite well again (it was bad for about six months). Her hair is getting lovely and thick."

"Cuticura cured my baby's face at the same time. His clear little nose and chin were run with this same trouble and used to run and bleed awfully. When I have carried him down from his sleep his pillow would be covered with blood. One day my neighbour carried him down and she screamed to see him covered with blood where the places had been running. But now he is entirely free from anything and is such a lovely fat boy. His nose was nearly eaten away with it. I was told by people in the village that it was the running eczema. I tried endless ointments but none did it any good till I received the Cuticura and I am glad to say that it has cured both of them. Mrs. L. Brown, Manor Cottage, Stanwick, nr. Wellingborough, Northamptonshire, Eng., Nov. 12, 1906."

Cuticura is the most economical treatment known for the skin, scalp, hair and nails, of itchy, chafed and sore. A small tin of Cuticura and a box of Cuticura Ointment are often sufficient to cure. Sold throughout the world. Depot: London, W. C. Courthouse St. Price 1s. 6d. per tin. Cuticura is sold in Australia, N. Town & Co. Sydney; India, B. K. Paul, Calcutta; Japan, Maruya, Ltd., Tokyo; S. Africa, Lennan, Ltd., Cape Town; U. S. A., Fayer Drug & Chem. Corp., Sole Props., Boston. Cuticura, 25-cent Cuticura baby ointment. See the advice on the Treatment of Skin Troubles.

ZEAL FOR CLEAN TEETH.

SCHOOL CHILDREN EAGER TO JOIN TOOTHBRUSH CLUBS.

An interesting account of the instruction of school children in the use of their teeth is given in the report for 1909 of Dr. Kerr, the medical officer under the County Council Education Authority.

In order that the teachers should be informed as to the best means of obtaining improvement, they were supplied with a circular drawing attention to the simplest and cheapest way of keeping the teeth clean. The teachers and school nurses assisted, and within a few weeks practically all the children, who had hitherto only been conscious of the fact they possessed teeth when attacked by tooth-ache, began to take care and came to school with their teeth clean so that it became the object of emulation to possess clean teeth and of prohibition to come to school with teeth looking dirty.

What is known as a "Tooth-Brush Club" has been formed in certain day schools. The head teacher or the Care Committee lays in a stock of tooth-brushes, which can be obtained wholesale for 2d. each. These brushes are then sold to the children for 2d. each, paid in instalments of 1d. or 2d. a week, the small profit being used to supply tooth-brushes to very poor children. Precipitated chalk is also sold in halfpennyworths. Numbers of children readily join the clubs, and some even save their money to buy tooth-brushes as birthday presents to their parents, and one boy went on his own initiative into the streets at Christmas to sell toys in order to obtain money to join the tooth-brush club.

INTERNATIONAL CHESS RESULT.

In the seventeenth and last round of the International Chess Tournament at Hamburg the players who were in the prize list put forth their very best effort in order to improve their positions by a win, but, says Reuter, the others, who had no hope of a prize, merely got through their games as a matter of form.

The final result is shown by the order of the scores. The nine prizes range from £100 for the first to £10 for the ninth, and the latter was tied for by two players—Tarrasch and Forgas. Full score:—

1. Schlechter	113	9. Forgas	8
2. Duras	103	11. Leonhardt	7
3. Niemcewicz	101	11. Kolshien	7
4. Spielmann	100	11. Salwe	7
5. Marshall	99	11. Tartakover	7
5.5. Teichmann	97	13. Sauer	5
7.5. Chigorin	84	16. John	5
7.5. Alchian	84	17. Yates	2
9. Tarrasch	8		

WEATHER REPORT.

The Hongkong Observatory yesterday issued the following report:—

On the 14th at 12.05 p.m.—The barometer has fallen slightly in Japan and risen on the China coast, particularly in the North.

Areas of low pressure are lying to the N.E. Japan and over the Sea of Japan.

Pressure is high over the Pacific between the Bonins and Formosa, and relatively so over N. China, where N.E. monsoon conditions appear to be setting in.

Hongkong rainfall for the 24 hours ending at 10 a.m. to-day, 0.53 inches.

The forecast for the 24 hours ending at noon to-day is as follows:—

S.E. & E. winds, moderate to heavy showers. E. & N.E. winds, moderate to fresh.

South coast of China between Hongkong and Lamoek. Same as No. 1. South coast of China between Hongkong and Hainan. Same as No. 1.

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THE STRAITS SETTLEMENTS AND THE SHIPPING RING.

THE CASE FOR THE CONFERENCE.

We have already reproduced the speech delivered by H.E. Sir John Anderson, Governor of the Straits Settlements, on the second reading of the "Freight and Steamship Bill," which was passed by the Legislative Council by 11 votes to 1. A little interest is felt in the subject in Hongkong, and in compliance with wishes expressed to us, we reproduce below from the Straits Times the lengthy speech delivered on the second reading by the Hon. Mr. Darbi-shire in defence of the Shipping Conference.

Mr. DARBI-SHIRE said, Sir, in the debate on this question of shipping conferences on April 11, I took as my text certain points raised in the petition presented to the unofficial members, and I showed, I take it conclusively, as my facts and figures have never been either in this chamber or out of it, that the men and firms who signed that petition did so in complete ignorance of the real condition of the trade of this colony. As the hon. Attorney-General has thought fit to base this bill on the motion which was carried on April 11, I cannot do better than refer in a few words to the debate which took place on that day. The hon. member who introduced the motion in my opinion put forward no evidence at all, except hearsay evidence, in support of his contention that shipping conferences had been injurious to the interests of the colony. He opened his speech with a more or less accurate account of the reasons for the necessity of the conference and for the necessity of the active co-operation of some of the merchants here. He then referred to the report of the sub-committee of the Chamber of Commerce in 1907, which was based upon, and contained a glaringly misleading record of, the progress of our export trade. Follows said the hon. member, council paper 27 of 1908 a report for conferences by the Registrar of Imports and Exports. Of the inconsistent narrow-mindedness and absolute lack of any evidence of commercial understanding in this paper it is unnecessary for me to tell, but allusion I must make to statement F, in which Mr. Stuart attempted to show that the net loss of Singapore export trade in ten years since the conference began was 5,746,000 pounds. I wonder if the hon. member who brought this paper forward as proof of the urgent need of legislation to relieve our threatened trade ever took the trouble to add up the totals of the two periods ante and post conference. If he had done so he would have found that in every item, except pepper and gambier, there were increases in shipments during the conference regime. Mr. Stuart passed over gambier, oilcane, pineapples, altogether, with the remark that they were new business or shown in values only. Can you conceive of anything more ridiculous or unrepresentative? Our exports of pine alone in the post-conference period exceeded the ante-conference period in our shipping by 20 million dollars, and the reduction in pepper and gambier production is no doubt due to the withdrawal of capital and labour from their development for transfer to pine. The true facts of the case are, if, instead of juggling with figures and shuffling with lustrous, the totals of the two periods are compared, that there is an increase in the second over the first ten years of 5,600,000 pounds and over and above that there are twenty millions dollars worth of pine. But the crowning triumph of all in the statement is pepper, one of the few gains conceded by Mr. Stuart. Note how this gain is arrived at:

1887-91	1410 thousand piculs
1892-6	1669 " " gain 259,000
1897-01	1000 thousand piculs
1902-6	1380 " " gain 383,000

—net gain 121,000. Here, apparently, the conference has, according to Mr. Stuart, done some good, the expansion before the conference has been exceeded by the expansion since. Add up the two five years' periods before and after, and you will find that before the conference there were shipped 2,579,000 piculs and after it 2,380,000, a total of 4,959,000 piculs or 42,000 tons. On Mr. Stuart's figures there had been a total failure in crops and production during the first five years after the conference, if business had actually stopped, I could easily show a gain of over one million tons due to the conference even though total shipments had fallen off by more than that tonnage in the last of the two ten-years' periods. On the same basis imports of the United Kingdom could be shown to have fallen off by 90 million pounds in the periods compared in the report.

A veritable *reductio ad absurdum*. Then the hon. member went on to refer to the Colonial Secretary's report of 1907, which, I submit, would never have carried the weight it has done if the Colonial Secretary had not been grossly misled by the erroneous conclusions arrived at in the two documents I have referred to—for whereas he in the ten years of conference away our exports had diminished by 230,000, the true facts were that they had increased by 270,000 tons, an error of half a million tons. Finally, said the hon. member, in triumph, we have the public petition signed by Europeans and all the races asking "to be freed from the evil effects of shipping conferences." Having failed to support by a fact or a figure their contention that their trade was being hampered and restrained, those petitioners, solemnly put their good right hands to the statement that "they themselves were suffering deeply from the loss of trade and consequent depreciation of property, etc., etc." Poor little sufferers. Poor Guthrie & Co., Ltd. Poor Straits Trading Co., Ltd., with their 60 per cent profit on tin. Poor Banks who have increased their establishments at double the rate which was called for before the conference began. Poor Hileiro & Co., who have been compelled to evacuate their palatial premises in Battery Road to move into their present shanty in the Square. Poor Hogg & Co. Poor Montague Harris! [All this, said the hon. member, formed a "veritable chorus of condemnation." I should prefer to liken it to one of those mechanical orchestras which one meets with in circuses worked by steam, suction gas or hot air, and under the perfect control of one man. Which man? Ah!

As regards the preferential rebate the hon. member made the remarkable statement that it differed altogether from the charterer's profit, one was a tax on the producer, and the other was a tax on the shipowner. Both profits are, as a matter of fact, retained in the colony, and to exactly the same extent are a burden upon the producer just as is any other profit made on the distribution of produce either by merchants, brokers and bankers, or as is any Government duty or tax or doubled rail freight. What is actually taken out of the colony by the shipowner is in one case the gross freight less the 10 per cent. deferred, and the 5 per cent. preferential rebate and the loading commission, and in the other case the charterer's money less the commission on it. The preferential rebate, as did the charterer's profit, remains in the hands of merchants trading in the colony and is to exactly the same extent, if you like to call it so,

a tax on the producer. Does anyone suppose for a minute that in the old days the shipowner did no reckon on the commission he would have to pay before he agreed to his charter money? It is really too elementary a blunder for me to take the time to explain, but as it is typical of the many absurdities which have contributed to the policy and ill-informed clamour against the conference, it is well that I should do so.

TANJONG PAGAR FIGURES.

I think I have dealt at sufficient length with the details of the hon. member to show that there was nothing in it to justify the preamble of the bill now before us, and I pass to the speech of the hon. and learned member for the Northern Settlement and the only remark in it which might create the impression that our trade was not flourishing was when he alluded to the "unsatisfactory stagnation of trade at Tanjong Pagar." As a matter of fact, it is a figure to support this monstrous statement. I have gone into the records of Tanjong Pagar for the twelve years before the conference, the conference year and the twelve years since the conference and this is what I find:

Tonnage.	Tons.
Average 12 years ante-conference	2,242,507
Conference year (1897)	8,057,481
Average 12 years post-conference	4,204,435
Increase to 1897	5,814,974 26%
Increase since 1897	1,947,934 38%

COAL DELIVERIES.	Tons.
Average 12 years ante-conference	232,492
1897	306,156
Average 12 years post-conference	432,821
Increase to 1897	169,664 38%
Increase since 1897	137,665 36%

CARGO INWARD.	Tons.
Average 12 years ante-conference	393,656
1897	518,534
Average 12 years post-conference	681,974
Increase to 1897	119,878 30%
Increase since 1897	167,940 33%

CARGO OUT.	Tons.
Average 12 years ante-conference	338,628
1897	496,426
Average 12 years post-conference	483,159
Increase to 1897	157,798 46%
Decrease since 1897	35,271 4%

Tonnage and coal deliveries have exactly maintained their progress. Cargo inwards has shown increased progress of 10 per cent. Cargo out has fallen off, and is 4 per cent. less than in the conference year, though considerably more than before the conference. As regards this we need have no concern, as a reference to our export statistics will show it simply means that the only trade which is able to do so has left Tanjong Pagar for cheaper and easier handling in the roads—and I am not surprised. Bear in mind that this progress has been made in the face of conditions at Tanjong Pagar, the most appallingly inadequate to the demands our trade is now being made every day—and have done so for the last few years owing to the shortsighted and unalterable refusal of Government to relieve the pressure at Tanjong Pagar by allowing private enterprise temporarily to conduct coaling operations in the roads. Stagnation at Tanjong Pagar! Living in Penang the hon. and learned member cannot perhaps be expected to check such statements probably circulated by ignorant or blindly prejudiced persons, but it is a serious matter if our legislation is to be based on such statements.

THE FAMOUS PETITION.

Passing on to the hon. Attorney-General's speech of April 11, he was much more frank; he confessed to having no familiarity with details of shipping rates or questions of freight. He said that the importance of the matter to the colony was apparent, assuming that all the signatories to the petition had an intelligent appreciation of the position. I leave you to judge as to that after what I have said, and remark that of all the British export firms in the port only two signed the petition, only one bank out of eight, only five bank assistants out of 57 signed it, and these, curiously enough, all in the Hongkong bank. If you are basing this bill on the petition you are working in the interests of a number of small foreign firms absolutely ignoring the opinions of the bulk of the merchants whose capital it is that is developing our trade. The hon. Attorney-General's next remark of any importance was that "the facts appear to show that rates to export firms in the port only two signed the petition, only one bank out of eight, only five bank assistants out of 57 signed it, and these, curiously enough, all in the Hongkong bank. If you are basing this bill on the petition you are working in the interests of a number of small foreign firms absolutely ignoring the opinions of the bulk of the merchants whose capital it is that is developing our trade. The hon. Attorney-General's next remark of any importance was that "the facts appear to show that rates to export firms in the port only two signed the petition, only one bank out of eight, only five bank assistants out of 57 signed it, and these, curiously enough, all in the Hongkong bank. If you are basing this bill on the petition you are working in the interests of a number of small foreign firms absolutely ignoring the opinions of the bulk of the merchants whose capital it is that is developing our trade.

THE GOVERNOR IN ERROR.

Now, sir, in your remarks, your Excellency assumed on most of the points raised a much more reasonable attitude than did the official members. Your Excellency admitted that exports had largely increased, thereby condemning your Colonial Secretary's and your Registrar of Imports and Exports' reports. Your Excellency admitted that it was simply a question of certain large shippers getting preferential terms the Government would certainly not be called upon to interfere, because this is the recognised practice in the commercial world everywhere. Your Excellency said that any objection to the agreement was that it had the effect of maintaining rates at a point higher than a fair and adequate return for the services rendered by the shipowner and declared that this trade of this place was absolutely at its mercy. In endeavouring to prove this your Excellency unwittingly proved the exact contrary. You referred to tin, saying that when the conference proposed to raise the freight on tin those interested in the metal immediately stopped the increase, through the merchants of course. This is obvious, for it is of no possible interest to the shipowner whether the tin was sold here or shipped to London for sale. The shipowner gets his freight in either event. The merchants prefer the chance of making a profit on tin by buying here and shipping it to the more certain, though less valuable, rebate on the increased freight which was proposed. And so it is in every article.

TRADE WAR WITH MANILA.

If merchants found that conference freights were really driving away trade they would be the first to complain and get rates adjusted; for example, during the recent freight war from Manila the rate on copra from the Straits was reduced to 20/- per scale ton equal to about 14/- per ton of 40 cwt. filled. Do hon. members think that the big merchant firms here who have millions of dollars involved in the trade, and dependent upon the prosperity of the colony, would hesitate, for one moment in deciding whether they would rather sacrifice their trade or the paltry preference of a couple of shillings per ton on their freight, a preference which, by the way, they always enjoyed, before the conference? Your Excellency concluded with an appeal for the sake of peace and commerce. Figures do not in any way support the contention that they have suffered at the hands of the conference. Nor have I heard of any petition having been presented by them to this effect.

LEGISLATION NOT CALLED FOR.

Sir, I think I have said enough to show that the preamble of this bill is not proved in any way. But even if it was, where is your authority for bringing in a bill of this most royal and drastic nature? A great deal has been made of para 307 in the Royal Commission's Report, which says that if the so-called secret rebate (I doubt if any rebate of the kind has ever received greater publicity) in the Straits is persisted in, legislation may be called for. The inadvisability of such legislation is pointed out in para 323, where the commissioners disapproved of legislation to give effect to uniform rates to shippers. Apart from this altogether, your Excellency has, as I have pointed out, admitted the universal and reasonable desirability of such a preference. Can any hon. member point to any paragraph in the report which recommends legislation to deal with unfair or too high rates or with deferred rebates? Even the minority (p. 114) report suggests the appointment of a Board of Trade court of enquiry if there is any genuine grievance against the rates of freight imposed. In the majority report, which most of the business men have signed, I refer you to para 189, 225, 226, 227, 312, 315 and 332 and many others where legislation is most emphatically disapproved of. I would particularly refer you to para 315 (e). This is a very pertinent para, for I am as certain as I am of anything that one result of the operation of this bill would be the forcing of the conference liners more and more to Macassar and other Dutch ports. They are in conference, there quite outside of your control, and if they choose to tap the trade which now comes here for transshipment (which is tenfold in volume anything that our produce can produce), near the fountain head, it would be imperative that the Straits merchant firms should establish branches in Dutch ports in order to keep a hold on their eastern produce business, just as since the conference began to open properly for Penang several firms have found it necessary to open branches to deal with the consequent rapid increase in the volume of trade there. The probable effect of such action upon our coasting trade, transshipment business and the resultant loss to Tanjong Pagar is too awful to contemplate.

STAGGERED BY THE PROSPECT.

Your Excellency seems, in the interests of F. M. S. producers, to overlook the fact that Singapore is essentially an entrepot port not by any means dependent upon or necessarily the port of the future for the F. M. S. Let us clear our minds of this confusion before we commit the blunder of making this law and find out for ourselves what our position will be if we drive our entrepot trade away from Singapore, leaving content with the few crumbs which our friends and neighbours in the F. M. S. will throw out to us after satiating Port Swettenham and Deep Water Point. The prospect staggers me. Consider what this body is. It is the Legislative Council of the colony of the Straits Settlements responsible for the interests of the colony, not the Federal Council of the F. M. S. protesting the interests of the producers there. With all my soul I protest against this monstrous, unbusiness-like and unfair legislation. How can Government possibly know what are and what are not unduly high freights? Are merchants to leave their bargaining in this matter in the hands of those who have presented the colony with Tanjong Pagar shares at \$750 and with the dollar at 2/4? Heaven forbid! I cannot believe that the bill is intended to become law, and in moving its rejection I will quote an utterance made very near the spot on which I stand 27 years ago—"That Singapore will long and always remain a free port, and that no trade or industry will be established to check its future rise and prosperity I can have no doubt." The words of Sir Stamford Raffles.

LATEST STEAMER MOVEMENTS.

The R.M.S.P. Co's str. *Flintshire* left Singapore for Hongkong on the 11th instant, and may be expected here on or about the 17th instant.
 The Apsar str. *Gregory Apsar* from Calcutta left Singapore on the 14th instant morning, and may be expected here on or about the 20th instant.

NOTICES TO CONSIGNEES.

EAST ASIATIC CO. LTD. COPENHAGEN.

NOTICE TO CONSIGNEES.

THE Steamship

"TRANQUEBAR" having arrived, Consignees of Cargo are hereby informed that their Goods, with the exception of Opium, Treasure and Valuables are being landed and stored at their risk in the Hazardous and/or Extra Hazardous Godowns of the Hongkong and Kowloon Wharf and Godown Company, Limited, Kowloon, and West Point Godowns, whence delivery may be obtained.
 No Claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after the 17th inst. will be subject to sale.
 All broken, chafed, and damaged Goods are to be left in the Godowns, where they will be examined on the 17th inst. at 9.30 a.m.
 All claims must reach us before the 21st inst., or they will not be recognized.
 No Fire Insurance has been effected.
 Bills of Lading will be countersigned by the Undersigned.

MELCHERS & Co., Agents.

Hongkong, 10th September, 1910. [6]

S.S. "YARRA."

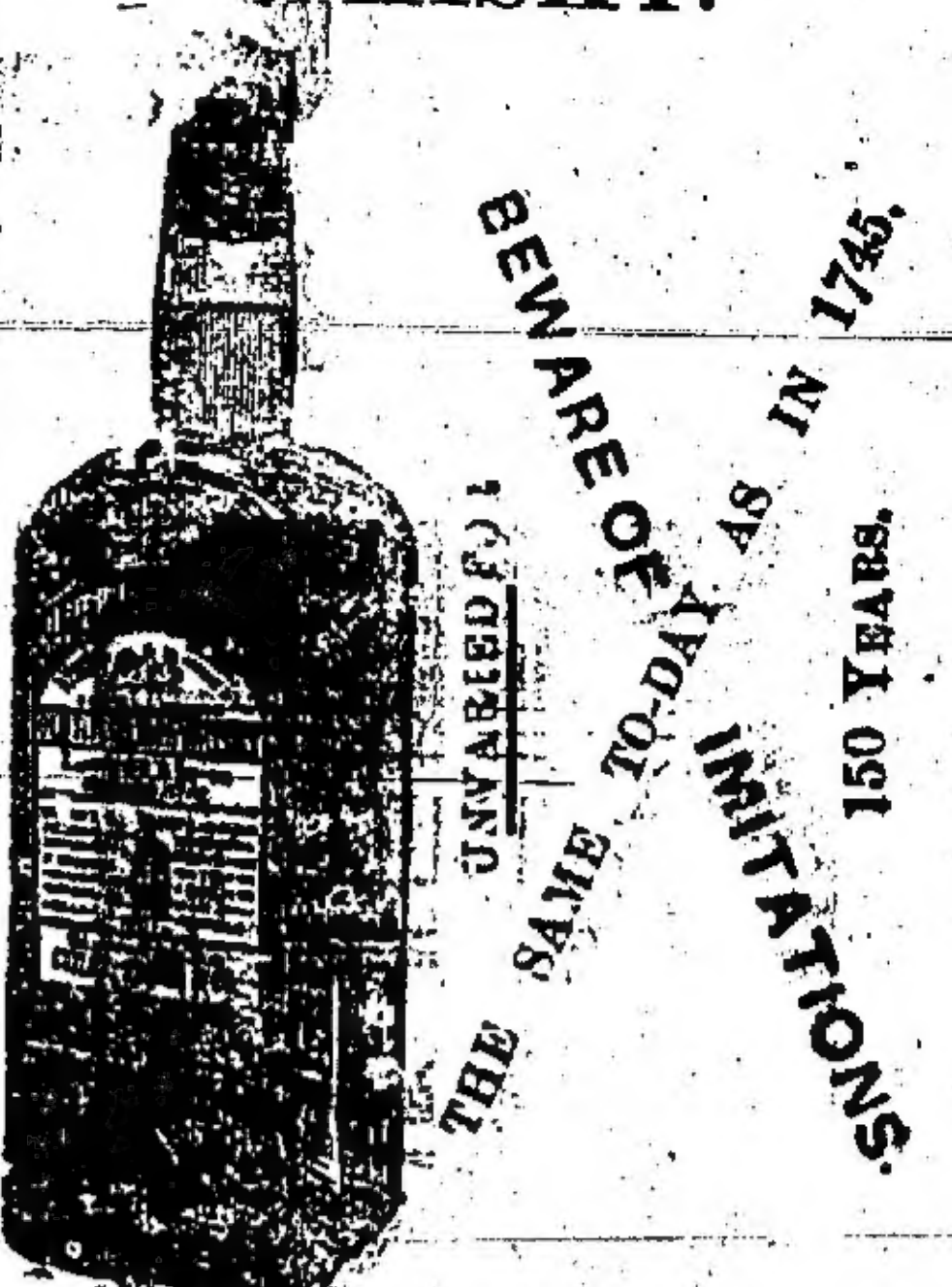
COMPAGNIE DES MESSAGERIES MARITIMES.

NOTICE.

CONSIGNEES of Cargo from London as at 4 "Corona" and "Derdour" from Bordeaux, ex s.s. "Leroy Lallier" in connection with above Steamer, are hereby informed that their goods with the exception of Opium, Treasure and Valuables are being landed and stored at their risks in the Hazardous and/or extra hazardous Godowns of the Hongkong-Kowloon Wharf and Godown Co., Ltd., at Kowloon, whence delivery may be obtained immediately after landing.
 Optional Cargo will be forwarded on unless intimation is received from the Consignee before NOON, To-day, requesting it to be landed here.
 Bills of Lading will be countersigned by the Undersigned, Goods remaining unclaimed after the 19th inst. at Noon, will be subject to rent and landing charges.
 All claims must be sent in to me on or before the 20th inst., or they will not be recognized.
 All damaged packages will be examined on the 19th inst. at 3 p.m.
 No Fire Insurance has been effected.
 P. THOMAS, Agent.

Hongkong, 15th September, 1910. [2]

NAPIER JOHNSTONES' "SQUARE BOTTLE" WHISKY.



SOLE AGENTS IN HONGKONG:
LANE, CRAWFORD & CO.,
 and from ALL WINE MERCHANTS. [46]

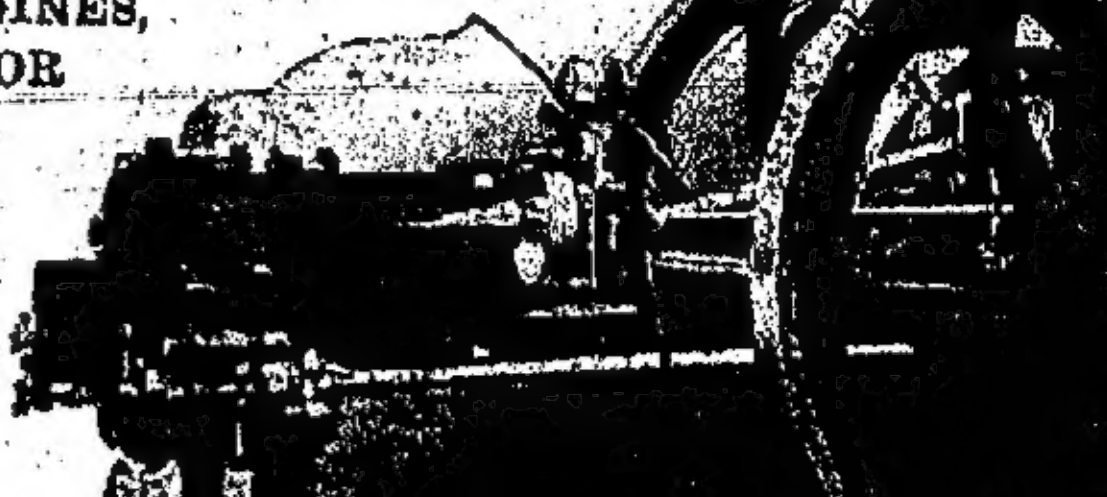
SHIPPING IN PORT.

STEAMERS.

ANAMBA, British str., 1,159, C. Sangster, 5th Sept.—Amoy 4th Sept., Case Oil—Asiatic Petroleum Co., Ltd.
 BORNEO, German str., 1,344, S. Sembill, 13th Sept.—Sundank 8th September, Timber—Makara & Co.
 BUKIT MARI, Japanese str., 1,300, Y. Fusono, 11th Sept.—Shanghai and Swatow 10th Sept., General—Osaka Shosen Kaisha.
 CHENAN, British str., 1,350, Lloyd Jones, 11th Sept.—Shanghai 8th Sept., General—Butterfield & Swire.
 CYLON MARU, Japanese str., 3,142, F. L. Pyne, 13th September—Singapore 7th Sept., General—Nippon Yusen Kaisha.
 CHYUEN, Chinese str., 1,177, C. Stewart, 12th September—Shanghai 9th Sept., General—C. M. S. N. Co.
 CHOWFA, German str., 1,055, Schmitz, 8th Sept.—Bangkok 31st August, Rice—Butterfield & Swire.
 CHOWTAI, German str., 1,154, Harjaaga, 11th Sept.—Bangkok 5th Sept., Rice—Butterfield & Swire.
 COWRIE, British str., 3,055, J. Fallow, 7th Sept.—Singapore 1st Sept., Kerosene Oil—Asiatic Petroleum Co.
 EMPRESS OF INDIA, British str., 5,940, S. Robinson, 8th Sept.—Vancouver, B.C., 17th August, Mails and General—Canadian Pacific Railway Co.
 FAUSANG, British str., 1,410, H. Malkin, 8th Sept.—Cherbon and Java 29th August, Sugar—Jardine, Matheson & Co.
 FOOKSANG, British str., 1,987, T. A. Mitchell, 8th Sept.—Kobe via Moji 3rd September, General—Jardine, Matheson & Co.
 GERMANIA, German str., 1,715, H. Frandsen, 2nd Sept.—Hongkong and Heliow 1st Sept., Coal and Pig—Jensen & Co.
 HATCHING, British str., 1,244, W. C. Passmore, 13th September—Swatow 12th September, General—Douglas, Leprie & Co.
 KIANG PING, Chinese str., 1,222, H. Udden, 5th September—Chinkiang 30th August, General—Tung Lee & Co.
 KUMCHOW, British str., 1,460, J. D. Martin, 27th August—Saigon 23rd August, General—Ying Sang & Co.
 LABREDA, British str., 1,340, H. C. D. Frampton, 11th Sept.—Saigon 6th September, General—Wo Fat Sing.
 LAISANG, British str., 2,225, E. J. Todd, 12th September—Singapore 6th Sept., General—Jardine, Matheson & Co.
 LEINNOX, British str., 2,351, D. Reid, 1st Sept.—Keelung 30th Aug., General—Doolwell & Co.
 LOONGSANG, British str., 1,075, F. Wheeler, 12th September—Manila 9th Sept., Hemp—Jardine, Matheson & Co.
 LYFENHOL, German str., 2,239, P. Pilgrim, 30th August—Swatow 29th Aug., Ballast—Hamburg-Amerika Linie.
 MEEFOO, Chinese str., 1,339, Froberg, 9th Sept.—Shanghai 4th September, General—C. M. S. N. Co.
 MICHAEL JESSEN, German str., 950, J. Petersen, 13th Sept.—Haiphong and Heliow 1st Sept., General—Jensen & Co.
 MONROVIA, American str., 8,750, E. P. Kitt, 14th Sept.—San Francisco 12th August, General—P. M. S. S. Co.
 OMURO MARU, Japanese str., 1,479, S. Takaki, 9th September—Dairen 3rd Sept., Coal—Mitsui Bussan Kaisha.
 PANAMA MARU, Japanese str., 3,756, K. Muto, 13th Sept.—Manila 10th Sept., General—Osaka Shosen Kaisha.
 PAOTING, British str., 1,072, E. L. Jones, 12th September—Newchwang 6th Sept., General—China Navigation Co.
 PETCHARUET, German str., 1,374, C. Giesewich, 11th Sept.—Bangkok 4th Sept., Rice, Mail and wood—Butterfield & Swire.
 PITANULOK, German str., 1,264, D. Reimms, 11th Sept.—Bangkok 3rd Sept., Rice and Wood—Butterfield & Swire.
 RYGA, Norwegian str., 3,807, E. Meyer, 11th Sept.—Portland 11th August, Flour—Order.
 SHANG BEI, British str., 3,784, J. Travis, 12th Sept.—Bangkok via Straits ports 28th Aug., General—Seang Tai Hong.
 THORNDY, Norwegian str., 1,091, J. Jorgensen, 11th Sept.—Bangkok via Swatow 10th Sept., Rice—Agnard, Thorsen & Co.
 TIENTSIN, British str., 1,227, E. Boyd, 3rd September—Swatow 2nd Sept., General—Butterfield & Swire.
 TAILWONG, Dutch str., 3,061, Lap, 12th Sept.—Batavia 12th August, General—Java-China-Japan Line.
 WUWU, British str., 1,227, A. Lucker, 4th September—Shanghai 31st Aug., General—Butterfield & Swire.
 ZAFIRO, British str., 1,618, A. Fraser, 12th Sept.—Manila 10th September, Hemp—Shewan, Tomes & Co.
 SAILING VESSEL
 ARROW, British barque, 2,971, McIvor, 20th May—Amoy 8th April, Kerosene Oil—Standard Oil Co.
 DEWELZAN, British 4-masted barque, 1,799, Swat, 27th August—Memado 30th July, Ballast—Standard Oil Co.

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Showing the **EXTENDED SETTLEMENT**
LARGE PLAN OF THE CITY OF VICTORIA
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CHINA.		
Peking	Soochow	Canton
Tientsin	Chinkiang	Whampoa
Paitiao	Ganking	Kowloon
Chingwanlo	Wuhu	Lippo
Taku	Kowkiang	Samshai
Antung	Hankow	Kongmoon
Manchurian	Yochow	Nanning
Trade Centres.	Shensi	Yachowfu
Nwokwang	Lonang	Kwangchauwan
Taiwan	Chungking	Pakhoi
Port Arthur	Hangchow	Hoihow
Chefoo	Ningpo	Lungchow
Weihaiwei	Weshow	Matangze
Kiaochan	Santa	Hokow
Tianmu	Poochow	Sesmao
Mukden	Amoy	
Shanghai	Sway	

Festivals, Tables of Money, Weights and Measures, and other Commercial Information including:—

TREATIES WITH CHINA.

Great Britain.—Nanking, 1842; Tientsin, 1858; Tariff Agreement and Rules, 1859; Convention, 1890; Rules for Joint Investigation of Customs, 1890; Opium Convention, 1876, with Additional Article; Opium Convention, 1893; Chungking Convention, 1891; Tibet Sikkim Convention, 1890; Burma Convention 1897; Kowloon Extension, 1893; Weihaiwei 1893; Convention, Commercial; Shanghai, 1902; Emigration Convention, 1904.

France.—Tientsin, 1859; Convention, 1860; Tientsin, 1885; Conventions, 1883, 1897, and 1898; Frontier Trade Regulations.

United States.—Tientsin, 1858; Additional

JAPAN AND FORMOSA			1868; Peking, 1890; Immigration, 1934 Commercial, 1903.
Tokyo	Osaka	Koelung	
Yokohama	Moji	Tainanfu	
Hyogo	Nagasaki	Takow	
Kobe	Hakodate	Anping	
Shimonoseki	Tsuroi		
EASTERN SIBERIA			
Vladivostok	Niezwjawk		
COREA			
Seoul	Wonsan	Mokpo	
Cheumulpo	Fusan	Ohinampo	
Kunsan	Pingyang	Songbin	
	Manampo		
HONGKONG AND ITS DEPENDENCIES			
MACAO			
FRENCH INDO-CHINA:			
Hanoi	Annam	Tourane	
Haiphong	Hue	Saigon	
1868; Peking, 1890; Immigration, 1934 Commercial, 1903.			
Germany—Tientsin, 1861; Peking, 1890 Kiaochau Convention, 1898; Railway and Mining Concession, 1898.			
Japan—Shimonoseki, 1895; Liaotung Convention, 1895; Commercial, 1933; New Port 1896. Supplementary Commercial, 1938			
Russian—S. Petersburg, 1881; Russian Land Trade, 1881.			
Portugal, 1888; Commercial Treat, 1894.			
FINAL PROTOCOL: Commercial between China and Eleven Powers, 1901.			
TREATIES WITH JAPAN			
Great Britain, 1854; Treaty Convention			
Russia, Agreements as to Corea, United States, Extradition Treaty, 1836; Great Britain (Albion) 1905; Russia (Peace Treaty) 1905.			

Penang	Province of	Quilang	Calcutta
Manila	Philippines	Cebu	
Sarawak	Labuan	British N. Borneo	
	Bangkok		
Singapore, Penang, Malacca, Prov. Wellesley	STRAITS SETTLEMENTS		
	MALAY STATES		
Johore	Sungei Ujong	Selangor	
Pahang	Jeloh	Perak	
Batavia	NETHERLANDS INDIA		
Buitenzorg	Samarang	Padang	
	Sourabaya	Macassar	
	East Coast of Sumatra		
	NATURAL SQUADRONS		
British	German	Austrian	
French	Japanese	United States	
	Siamese	Italian	

Japan, 1876; Japan Supplementary, 1876	TREATIES WITH CORRA
Japan, 1903 and 1905. United States, 1883; Great Britain, 1895.	
Great Britain, 1858, 1899 and 1909. France, 1893 and 1904; Japan, 1893; Russia, 1899.	TREATIES WITH SIAM
Great Britain and France, Siam's Frontier.	
Great Britain and Russia, Railway Convention 1899.	
	CUSTOMS TARIFFS
	TRADE REGULATIONS
China, Japan, Siam, Corea.	
	LEGAL DOCUMENTS
Orders in Council for Government of H.B.M.'s Subjects in Siam and Corea, and in Siam	
Rules of H.B.M.'s Supreme and other Courts in China, &c.; Tables of Court and Consular Fees; Charter of the Siam	

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THE OCEANIC and DIRECTORY, although condensed in every possible manner, contains over a year more pages.

This was the year, it was generally pronounced to be the thickest work of the kind anywhere published, and although very much enlarged and improved in every way, the price in silver is now below the equivalent of 81 6s, at which it was originally published.

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PLAN OF YOKOHAMA
PLAN OF KOBE AND HYOGO
PLAN OF FOREIGN SETTLEMENTS, TIENTSIN

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1

To ascertain the anchorage of any Vessels, the Harbour has been divided into Four Sections commencing from Green Island. Vessels anchoring nearest Kowloon are marked "k," nearest Hongkong "h," midway between Hongkong and Kowloon "m," and those vessels berthed at the Kowloon Wharf "k.w." together with the number denoting he section.

1. From Green Island to the Harbour Master's. 2. From Harbour Master's to Blake Pier. 3. From Blake Pier to Naval Yard. 4. From Naval Yard to East Point.

DESTINATION.	VESSEL'S NAMES.	FLAG & REG.	BERTH.	CAPTAIN.	FOR FREIGHT APPLY TO	TO BE DESPATCHED
LONDON & ANTWERP VIA SINGAPORE, &c.	CANDIA	Brit. str.	—	W. B. Hibber	P. & O. S. N. Co.	About 21st inst.
LONDON, &c., via USUAL PORTS OF CALL	DELIA	Brit. str.	—	B. W. H. Snow	P. & O. S. N. Co.	On 17th inst., at Noon.
LONDON & ANTWERP	SELA	Brit. str.	—	C. C. Grogan, R.N.E.	P. & O. S. N. Co.	About 5th Oct.
COPENHAGEN	TRANQUEBAR	Dan. str.	—	—	MELCHERS & Co.	On 20th Oct.
HAVRE, ROTTERDAM, HAMBURG & ANTWERP	BADENIA	Ger. str.	k. w.	Wagner	HAMBURG-AMERICA LINE	On 2nd Oct.
HAVRE & HAMBURG VIA STRAITS, &c.	ALERSIA	Ger. str.	k. w.	Habel	HAMBURG-AMERICA LINE	On 11th Oct.
MARSEILLES, LONDON & ANTWERP	CARNARVONSHIRE	Brit. str.	—	Gregory	JARDINE, MATHESON & Co., Ltd.	About 17th inst.
MARSEILLES, &c., via PORTS OF CALL	TOURANE	French str.	—	Lancelotti	MESSAGERIES MARITIMES	On 27th inst., at 1 P.M.
MARSEILLES, LONDON & ANTWERP VIA SINGAPORE, &c.	KITANO MARU	Japan. str.	—	F. E. Cope	NIPPON YUSEN KAISHA	On 28th inst., at D'Light
MARSEILLES, HAVRE, & HAMBURG, &c.	ANDRIA	Ger. str.	k. w.	Deinart	HAMBURG-AMERICA LINE	On 4th Oct.
MARSEILLES, LONDON & ANTWERP VIA SINGAPORE, &c.	YOI MARU	Japan. str.	—	R. Talseda	HAMBURG-AMERICA LINE	On 12th Oct., at D'Light
MARSEILLES HAVRE & HAMBURG, &c.	C. FRED. LAEISE	Ger. str.	k. w.	Kunsel	HAMBURG-AMERICA LINE	On 23rd Oct.
MARSEILLES, LONDON & ANTWERP VIA SINGAPORE, &c.	HERANO MARU	Japan. str.	—	H. Fraser	NIPPON YUSEN KAISHA	On 26th Oct., at D'Light
TRIESTE, &c., via SINGAPORE, &c.	VORWAERTS	Aust. str.	—	B. Bodnarz	SANDER, WIELER & Co.	On 29th inst.
VICTORIA, GENOA, ALEXANDRIA, &c.	BEELOW	Ger. str.	—	H. Formes	MELCHERS & Co.	On 21st inst., at Noon
VICTORIA, B.C., VANCOUVER, & SEATTLE, &c.	SUVERIC	Brit. str.	—	F. S. Cowley	DODWELL & Co., Ltd.	On 27th inst.
VANCOUVER (DIRECT)	SUVERIC	Brit. str.	—	—	CANADIAN PACIFIC R. Co.	On 27th inst.
VANCOUVER VIA SHANGHAI, JAPAN, &c.	EMPEROR OF INDIA	Brit. str.	1 m.	—	CANADIAN PACIFIC R. Co.	On 17th inst., at 6 P.M.
VANCOUVER VIA SHANGHAI, JAPAN, &c.	MONTAGLE	Brit. str.	2 m.	—	CANADIAN PACIFIC R. Co.	On 8th Nov., at Noon
VICTORIA, O.B. & TACOMA VIA JAPAN	PANAMA MARU	Japan. str.	—	T. Ogata	OSAKA SHOKEN KAISHA	On 21st inst., at Noon.
VICTORIA, B.C. & SEATTLE VIA SHANGHAI, &c.	INABA MARU	Japan. str.	—	K. Kawara	NIPPON YUSEN KAISHA	On 11th Oct., at Noon.
CALLAO IQUIQUE, &c., via JAPAN PORTS, &c.	TAMBA MARU	Japan. str.	—	K. Sato	NIPPON YUSEN KAISHA	On 8th Nov., at Noon.
AUSTRALIAN PORTS VIA MANILA	BUYO MARU	Japan. str.	—	T. Sasaki	NIPPON YUSEN KAISHA	On 22nd Oct., at Noon.
AUSTRALIAN PORTS VIA MANILA	Y. CHANGHUA MARU	Brit. str.	1 m.	G. W. Eddy	BUTTERFIELD & SWIRE	On 30th inst., at Noon.
AUSTRALIAN PORTS VIA MANILA	COLENZ	Ger. str.	—	H. Raegenner	MELCHERS & Co.	On 30th inst., at 4 P.M.
KOBE & YOKOHAMA	NIKKO MARU	Japan. str.	—	M. Yagi	NIPPON YUSEN KAISHA	On 8th Oct., at D'Light
YOKOHAMA AND KOBE	HIRANO MARU	Japan. str.	—	H. Fraser	NIPPON YUSEN KAISHA	On 28th Oct., at Noon.
NAGASAKI, KOBE & YOKOHAMA	COLENZ	Ger. str.	—	H. Raegenner	MELCHERS & Co.	To-day, at 5 P.M.
JAPAN	NIKKO MARU	Japan. str.	—	M. Yagi	NIPPON YUSEN KAISHA	About 20th inst.
CHEFOO & NEWCHWANG	PAOTING	Brit. str.	k. w.	Rouman	JAVA-CHINA-JAPAN LINE	On 28th inst., at Noon
CHEFOO & TIENSIN	KUEICHOV	Brit. str.	1 m.	G. Hooker	BUTTERFIELD & SWIRE	Quick despatch.
SHANGHAI VIA SWATOW, AMOY & FOOCOW	CHONGCHING	Brit. str.	—	V. McClymont-Liddell	BUTTERFIELD & SWIRE	To-day, at 4 P.M.
SHANGHAI	CHENAN	Brit. str.	1 m.	F. Fussum	JARDINE, MATHESON & Co., Ltd.	On 25th inst., at 4 P.M.
SHANGHAI, YOKOHAMA & KOBE	LIUNAN	Brit. str.	1 m.	C. Lindbergh	BUTTERFIELD & SWIRE	On 19th inst., at Noon.
SHANGHAI, NAGASAKI, KOBE & YOKOHAMA	AUSTRIA	Aust. str.	—	Raich	BUTTERFIELD & SWIRE	To-day, at Noon
SHANGHAI, MOJI, KOBE & YOKOHAMA	LOKSAN	Brit. str.	—	F. Froeh	JARDINE, MATHESON & Co., Ltd.	To-day, at 4 P.M.
SHANGHAI, KOBE & YOKOHAMA	P. E. FRIEDRICH	Ger. str.	—	C. R. Longdon, R.N.E.	MELCHERS & Co.	On 18th inst., at Noon.
SHANGHAI, KOBE & YOKOHAMA	OCENANEN	French str.	—	Sellier	MELCHERS & Co.	About 21st inst.
SHANGHAI, KOBE & YOKOHAMA	C. FRED. LAEISE	Ger. str.	k. w.	Wagner	HAMBURG-AMERICA LINE	About 22nd inst.
SHANGHAI, KOBE & YOKOHAMA	BOMBAY MARU	Japan. str.	—	Tamnak	HAMBURG-AMERICA LINE	On 26th inst., P.M.
SHANGHAI, KOBE & YOKOHAMA	KUTSUKI	Brit. str.	—	Bradley	NIPPON YUSEN KAISHA	On 27th inst.
SHANGHAI, KOBE & YOKOHAMA	AMBHIA	Ger. str.	k. w.	—	JARDINE, MATHESON & Co., Ltd.	On 28th inst.
SHANGHAI, YOKOHAMA & KOBE	SIAM	Dan. str.	—	—	HAMBURG-AMERICA LINE	On 4th Oct., at Noon
SHANGHAI	THILWONG	Dan. str.	—	A. Pandor	MELCHERS & Co.	On 6th Dec.
TAMSUI VIA SWATOW & AMOY	DAIWIN MARU	Japan. str.	—	Y. Kaburaki	JAVA-CHINA-JAPAN LINE	Quick despatch.
SWATOW	HAIMUN	Brit. str.	2 h.	A. H. Stewart	OSAKA SHOKEN KAISHA	On 18th inst., at 10 A.M.
SWATOW, AMOY & FOOCOW	HAICHING	Brit. str.	2 h.	W. C. Peasmore	DOUGLAS LAPRAIK & Co.	To-day, at 10 A.M.
SWATOW, AMOY & FOOCOW	HAITAN	Brit. str.	2 h.	J. W. Evans	DOUGLAS LAPRAIK & Co.	To-morrow, at 10 A.M.
SWATOW, AMOY & FOOCOW	HAITANG	Brit. str.	2 h.	A. E. Hodgins	DOUGLAS LAPRAIK & Co.	On 25th inst., at 10 A.M.
HAIPHONG	LOOGBANG	Brit. str.	1 m.	Jameson	DOUGLAS LAPRAIK & Co.	On 23rd inst., at 10 A.M.
MANILA	LAPEIRO	Brit. str.	—	S. J. Payne	JARDINE, MATHESON & Co., Ltd.	To-morrow, at 9 A.M.
MANILA	TAMING	Brit. str.	1 m.	A. Fraser	JARDINE, MATHESON & Co., Ltd.	To-morrow, at 4 P.M.
MANILA	YUENSANG	Brit. str.	—	P. H. Bofo	SHEWAN TOMES & CO.	On 17th inst., at Noon.
MANILA	RUBI	Brit. str.	—	R. Bodger	BUTTERFIELD & SWIRE	On 20th inst., at 4 P.M.
MANILA	KAITONG	Brit. str.	1 m.	Mathias	JARDINE, MATHESON & Co., Ltd.	On 23rd inst., at 4 P.M.
MANILA	BOHNEO	Ger. str.	—	F. Sembill	SHEWAN, TOMES & Co.	On 24th inst., at Noon.
MANILA	TOSHA MARU	Japan. str.	—	Y. Nomura	BUTTERFIELD & SWIRE	On 21st inst., at 4 P.M.
SINGAPORE, COLOMBO & BOMBAY	FOKANG	Brit. str.	—	E. J. Todd	MELCHERS & Co.	End of Sept.
SINGAPORE, PENANG & CALCUTTA	LAISANG	Brit. str.	—	—	NIPPON YUSEN KAISHA	On 24th inst.
SINGAPORE, PENANG & CALCUTTA	THIATAP	Dan. str.	—	—	JARDINE, MATHESON & Co., Ltd.	To-day, at 5 P.M.
SINGAPORE, PENANG & CALCUTTA	THIATAP	Dan. str.	—	—	JARDINE, MATHESON & Co., Ltd.	On 20th inst., at Noon.
SINGAPORE, PENANG & CALCUTTA	THIATAP	Dan. str.	—	—	JAVA-CHINA-JAPAN LINE	Quick despatch.

SHIPPING.

ARRIVALS.

BENDORAN, British str., 2589, Thomson, 13th Sept.—Yokohama, Ballast—Gibb, Livingston & Co.
 CHENAN, British str., 14th Sept.—Canton
 CHEONG SHING, British str., V. Liddell, 14th Sept.—Tientsin 6th Weibaiwei
 7th and Chefoo 8th Sept., General—Jardine, Matheson & Co.
 DALY MARU, Jap. str., 399, Y. Kaburaki, 14th Sept.—Swatow 13th Sept., General—Onaka Shoen Kaisha.
 DELHI, Brit. str., 4783, G. W. Gordon, N.E., September—Bombay 31st August, Mails and General—P. & O. S. N. Co.
 FRI, Norwegian str., 360, Anderson 14th Sept.—Newchwang and Chefoo 7th September, General—
 HAINAN, British str., 641, A. H. Stewart, 14th Sept.—Yokohama and Swatow 13th Sept., General—Douglas, Lapraik & Co.
 HIRANO MARU, Japanese str., 5282, H. Fraser, 14th Sept.—London 15th Aug., General—Nippon Yusen Kaisha.
 LINAN, British str., 1253, Monthiel, 14th Sept.—Shanghai 11th Sept., General—Butterfield & Swire.
 MEEFOO, Chinese str., 14th Sept.—Can'oa.
 TENYO MARU, Japanese str., 7265, W. C. T. S. Filmer, 14th Sept.—San Francisco via Porto 16th August, General—Toyo Kisen Kaisha.

CLEARANCES.

AT THE HARBOR MASTER'S OFFICE.
 13th September.
 Bujun Maru, Japanese str., for Swatow.
 Oeylon Maru, Japanese str., for Shanghai.
 Delhi, British str., for Shanghai.
 Fookang, British str., for Singapore.
 Haimu, British str., for Swatow.
 Hoang Bee, British str., for Amoy.

DEPARTURES.

14th September.
 BENDORAN, British str., for Calcutta.
 CHIVUEN, Chinese str., for Canton.
 HANGSANG, British str., for Swatow.
 KELVINHEAD, British str., for Manila.
 MIYAZAKI MARU, Japanese str., for Singapore.
 PAOTING, British str., for Canton.
 SORHU MARU, Japanese str., for Swatow.
 TOUAREG, French str., for Fort Bayard.

SHIPPING REPORTS.

The British str. Haimu reports: Light Westerly winds; sea smooth and fine clear weather.
 The British str. Delhi reports: Light to moderate S.W. and S.E. winds, cloudy but fine throughout.

VESSELS IN DOCK.

September 14th.
 TAIKOO DOCK.—
 Union, at No. 2 Slip.
 Drumellan, at Seawall.
 Demeter, at Seawall.
 Germania, at Dock.

PASSENGERS.

ARRIVED.
 Per Liban, from Shanghai, Mr and Mrs Grimshaw and Master Grimshaw.
 Per Haimu, from Canton Ports, Mrs Brook-shanks and child, and Miss Wills.
 Per Tenzu Maru, from San Francisco, &c., for Hongkong, Mr E. W. Adams, Mr W. C. Bunker, Mrs John Bliss, Mr John Doo, Mrs A. G. de Souza, Mr W. H. Dineen, and servant, Rev. F. H. Dineen, Mr and Mrs A. J. Fisher, Mr J. B. Fisher, Miss Mabel Gilson, Mr H. H. Hare, Rev. and Mrs Wm. Harris, Miss C. Harris, Mr H. K. Hosh, Mr O. K. Hsing and servant, Mr and Mrs C. S. Lee, 2 children and servant, Mr Guy P. Lundy, Mr Ray Peoples, Mrs S. I. Smith, Miss A. Thomas, Mr and Mrs E. Vollbrecht, Mrs J. S. Van Buren, Mrs R. Wells, Rev. W. A. Westworth, Mr and Mrs S. H. Warren and 2 children.
 Per Delhi, for Hongkong, from London, Mr A. Lambton, from Bombay, Mr and Mrs Sakami and 2 children, Mr and Mrs G. Daly and infant, Lady Mody and servant; for Singapore, Mr S. D. Sotna and Mr G. Mersick; for Shanghai, from London, Mr and Mrs C. C. Stevenson, Mr G. A. Crawford, Mrs G. B. Gray, Mrs M. F. Chiskolin, Mrs V. P. Sze and Mr Hugh Moreton; from Marseilles, Mr G. A. Huley and Mrs E. Chandler; from Gibraltar, Mr G. de Figueroa; from Bombay, Miss Chapp and Mr S. K. Harbhavasi; from Colombo, Mr G. Valentine and Mr S. C. Jahanmura; from Singapore, Mr V. Bravin and Mr Y. Macfarland; for Kobe, from Marseilles, Mr Z. Ashikaga; for Yokohama, from London, Mr W. Downie.
 Per Hivano Maru, from London, &c., for Hongkong, Consul and Mrs E. L. Hurdado, Master C. Hurdado, Mr and Mrs C. J. L. Stewart and infant, Mrs H. Macfarlane, Mr and Mrs W. C. G. Howard, Mr M. Barnshaw, Mr K. Tamaki, Mr and Mrs B. A. Ballantine, Mr J. Laver, Mr J. Bulger and Mr Courtney; for Kobe, Mr J. Tani, Mr S. Hishin, Mr S. Kunita, Mr H. Suda, Mr J. B. Ahmad, Mr S. Matsuda, Miss U. Murakami, Miss U. Nakano, Miss U. Yamada and Miss S. Yamada; for Yokohama, Mr C. Toyama, Mr S. Yamamura, Major E. Nicholson, Mr R. Lope, Mr T. R. Wolf, Mr H. Yasuoka, Mr K. Iwai, Mr H. Ohawa, Mr G. Shibata, Mr A. J. Lereval, Mr F. Laitner, Mr W. Mitchell, Mr J. Burrow, Mr B. Moss and Mr Nakagawa.
 DEPARTED.
 Per Tenzu Maru, for Hongkong, Mr and Mrs du Harier, and Mr Risco.
 PASSENGERS EXPECTED.
 Per M.M. str. Oceanic, from Europe—Mr and Mrs Muller, Mr Bauer, Mr Kirkpatrick, Mrs Senev, Mr Sha, Miss de Chowski, Mrs Pasquier and Mr Marohier.

STEAMERS PASSED THE CANAL.
 Aug. 26th.—C. Ford, Locais, Hudson, Nippon, Palawan, Siam, Antral, Edeana, Ind. Ind. 30th.—Bendler, Prinz Eitel Friedrich, Soyo Maru, Wiyeric, September 2nd.—Benedict, Brazilia, China, Keenun, Macao, Moque, Ootanten, Peshawar, Tanga Maru, Pacific, 6th.—Monmouthshire, Thesus, Armenia, 9th.—Borneo, Polynesia, Priam, 13th.—Arayonit, Astyanax, Ghasee, Silevia, York.
 ARRIVALS AT HOME.
 Sept. 12th.—Somali. 13th.—Hyson, Mecklen-bury, Indragamha.

PRINTING

Nothing creates such a good impression in business as the use of First Class Printing.
 The difference in cost between good and bad printing and material is generally nil.
 "THE HONGKONG DAILY PRESS" PRINTING WORKS
 turn out the Best Printing at Reasonable Prices.

PENINSULAR & ORIENTAL STEAM NAVIGATION CO.

HOMeward PASSENGER SEASON 1911.

PROPOSED SAILINGS OF MAIL STEAMERS FOR MARSEILLES AND LONDON.

TAKING PASSENGERS ALSO FOR COLOMBO, INDIA, AUSTRALIA, EGYPT, BRINDISI, &c. THROUGH TICKETS ISSUED TO BOSTON AND NEW YORK.

STEAMERS to COLOMBO		Leave HONGKONG		Connecting Steamers from COLOMBO to MARSEILLES & LONDON		Due MARSEILLES (Brindisi 2 days earlier)		Due PLYMOUTH (London 1 day later)	
Steamer	Tons	1 P.M. SATURDAY		Steamer	Tons	SATURDAY	FRIDAY		
DELHI	8000	February	4	MANTUA	11000	March 4		March 10	
ARCADIA	7000	February	18	MALWA	11000	March 18		March 24	
ASSAYE	7500	March	4	MACEDONIA	10500	April 1		April 7	
MARMORA	10500	March	18	(Through Steamer calling at BOMBAY)		April 15		April 21	
DEVANHA	8000	April	1	MOLDAVA	10000	April 29		May 5	
DELHI	8000	April	15	MONGOLIA	10000	May 13		May 19	
ASSAYE	7500	April	29	MOOREA	11000	May 27		June 2	
DELTA	8000	May	13	MOOLTAN	10000	June 10		June 16	

Passengers change Steamers at COLOMBO, and those for BRINDISI transfer also to the Express Mail Steamer at PORT SAID.
 Accommodation in the connecting Steamer from COLOMBO is definitely reserved in Hongkong or at the time of Booking.
 FARES TO LONDON (Including Surtax):
 1st SALOON £71.10 SINGLE £106.14 RETURN.
 2nd 48.8 72.12
 IN ADDITION TO THE ABOVE MAIL STEAMERS
 INTERMEDIATE (Non-Transit) STEAMERS WILL LEAVE FOR LONDON
 CARRYING SALOON PASSENGERS AT REDUCED RATES.
 PROPOSED SAILINGS:

STEAMERS	Leave	Due
	HONGKONG	LONDON
* SUNDIA	about 25	about 11
* NUBIA	February 8	March 25
* SYRIA	March 8	April 24
* NORE	March 22	May 8
* PALAWAN	April 5	May 22
* BORNEO	April 19	June 5
* SICILIA	May 3	June 19
* SUMATRA	May 31	July 17
* NILE	June 14	July 31

These Steamers call also at SINGAPORE, PENANG, COLOMBO, and at MARSEILLES
 FARES TO LONDON (Including Surtax):
 1st SALOON £55.0 SINGLE £82.10 RETURN.
 2nd 38.10 57.4
 * Carry 1st and 2nd Saloon Passengers.
 For further Particulars, apply to—

E. A. HEWETT,
 SUPERINTENDENT.

THE BANK LINE LIMITED.

Taking Cargo on through Bills of Lading to all Overland Common Points in the United States of America and Canada and also for the Principal Ports in Mexico and Central and South America.

PROPOSED SAILINGS FROM HONGKONG FOR VICTORIA, VANCOUVER, B.C. & SEATTLE VIA SHANGHAI, MOJI, KOBE AND YOKOHAMA.

Steamer	Tons	Captain	To Sail on or About
* SUVERIC	6232	F. S. Cowley	27th September.
* KUMERIC	6232	G. B. McGill	29th October.
* AYMERIC	4362	J. Boyd	20th November.

Calling at Amoy and Keelung if sufficient inducement offers.
 * These Steamers are specially fitted for the carriage of Asiatic Stevedore Passengers.

PARCEL EXPRESS TO THE UNITED STATES & CANADA.

For further information apply to
 DODWELL & CO., LIMITED,
 GENERAL AGENTS,
 QUEEN'S BUILDINGS.
 Hongkong, 9th September, 1910.

CANADIAN PACIFIC RAILWAY CO'S ROYAL MAIL STEAMSHIP LINE.

"EMPERESS LINE."

Between China, Japan and Europe via Canada and the United States, calling at Hongkong, Shanghai, Nagasaki (through the Inland Sea of Japan) Kobe, Yokohama, Victoria and Vancouver B.C. The only Line that maintains a Regular Schedule Service of 12 DAYS YOKOHAMA to VANCOUVER, 21 DAYS HONGKONG to VANCOUVER SAVING 5 to 7 DAYS OCEAN TRAVEL.

From Hongkong	From Quebec
"EMPERESS OF INDIA" Sat., 17th Sept.	"ALLAN LINE" FRIDAY, 14th Oct.
"EMPERESS OF JAPAN" Sat., 8th Oct.	"EMPERESS OF IRELAND" Fri., 4th Nov.
"EMPERESS OF CHINA" Sat., 29th Oct.	"ALLAN LINE" FRIDAY, 25th Nov.
"MONTEAGLE" TUESDAY, 8th Nov.	
"EMPERESS OF INDIA" Sat., 19th Nov.	From St. John, N.B.
"EMPERESS OF JAPAN" Sat., 17th Dec.	"EMPERESS OF BRITAIN" Fri., 16th Dec.
	"ALLAN LINE" FRIDAY, 13th Jan.

"Emperess" Steamships leave HONGKONG at 6 P.M. at 12 NOON.
 THE Quickest route to CANADA, UNITED STATES and EUROPE, calling at SHANGHAI, NAGASAKI (through the INLAND SEA OF JAPAN) KOBE, YOKOHAMA and VICTORIA, B.C. Connecting at VANCOUVER with a Special Mail Express, and at ST. JOHN or QUEBEC with the Company's New Fast Mail "EMPERESS" Steamships, 14,500 tons register, thus providing a comfortable and speedy through route to Europe.
 The "EMPERESS" steamers on the Pacific and on the Atlantic are equipped with the Marconi Wireless apparatus.
 Hongkong to London, 1st Class via Canadian Atlantic Ports or New York £71.10
 Intermediate on Steamers £43 £44.
 First Class rate to London includes cost of Meals and Berth in Sleeping Car while crossing the American Continent by Canadian Pacific direct Line.
 R.M.S. "MONTEAGLE" carries Intermediate Passengers only, at Intermediate rates affording superior accommodation for that class.
 Passengers Booked through to all points and AROUND THE WORLD.
 SPECIAL THROUGH RATES (First Class only) granted to Missionaries, Members of the Naval, Military, Diplomatic, and Civil Services and to European Officials in the Service of China and Japan Governments. Full particulars of application from Agents.
 For further information, Maps, Bontes, Handbooks, Rates of Freight and Passage, apply to
 D. W. CRADDOCK, General Traffic Agent for China, Corner Polder Street and Praya, opposite Blake Pier

NORDDEUTSCHER LLOYD. BREMEN IMPERIAL GERMAN MAIL LINES.

FOR	STEAMERS	TONS	TO SAIL
YOKOHAMA & KOBE	"COBLENZ"	6750	About 20th September
NAPLES, GENOA, ALGIERS, GIBRALTAR, SOUTHAMPTON, ANTWERP & BREMEN	"BUELOW"	16,900	Thursday, 21st Sept., at Noon
SHANGHAI, NAGASAKI, KOBE	"PRINZ BITELFRIEDRICH"		About 21st Sept.
KUDAT and SANDAKAN	"BORNEO"	5050	End of September
MANILA, ANGAUR, YAP, NEWGUINEA, BRISBANE, SYDNEY and MELBOURNE	"COBLENZ"	6750	Saturday, 8th Oct., at Daylight

For further Particulars, apply to
 NORDDEUTSCHER LLOYD,
 MELOHERS & Co.,
 GENERAL AGENTS HONGKONG & CHINA.
 Hongkong, 14th September, 1910.

PASSENGER SEASON 1911.

IN 25 DAYS TO ITALY BY THE MAGNIFICENT N.D.L. LINERS:

DISPLACEMENT.		
"PRINCESS ALICE"	20,300	ON MARCH 22ND.
Capt. P. Grosch.		
"LUETZOW"	17,300	ON APRIL 5TH.
Capt. —		
"KLEIST"	17,000	ON APRIL 19TH.
Capt. O. Fehne.		

CALLING AT NAPLES, GENOA, ALGIERS, GIBRALTAR AND SOUTHAMPTON TO LAND PASSENGERS.
 * Fitted with Wireless Telegraphy.
 Early booking recommended.
 For Particulars, apply to
 MELOHERS & Co.,
 GENERAL AGENTS.
 Hongkong, 15th September, 1910. [1062]

MESSAGERIES MARITIMES FRENCH MAIL LINES.

FORTNIGHTLY SERVICE TO AND FROM EUROPE VIA SUEZ CANAL
 FORTNIGHTLY SERVICE TO AND FROM JAPAN VIA SHANGHAI

FOR	STEAMERS	TO SAIL
SHANGHAI, KOBE & YOKOHAMA	"OCEANIE"	Capt. Sellier { On 25th Sept., P.M.
MARSEILLES, VIA PORTS	"TOURANE"	Capt. Lancelin { On 27th Sept., 1 P.M.
SHANGHAI, KOBE & YOKOHAMA	"DUMBEA"	Capt. Reboulet { On 10th Oct., P.M.
MARSEILLES VIA PORTS	"V. DE LA CROIX"	Capt. Bariller { On 11th Oct., 1 P.M.

Transshipping on the Co's Steamers at Singapore for Malaya; at Colombo for Calcutta, Bombay and Australia; at Port Said for the Levant, Constantinople and Black Sea. Through Tickets to London, via Paris, from £27 10s. up to £71 10s. 20 hours Railway from Marseilles to London. Interpreters meet Passengers on their arrival in Marseilles.
 For Further Particulars, apply to—
 P. THOMAS, AGENT,
 Queen's Building.
 Hongkong, 14th September, 1910. 2

VESSELS EXPECTED.

THE GERMAN MAIL.
 The L.G.M. str. Prinz Eitel Friedrich, carrying the German Mail with dates from Berlin of the 24th ultimo, left Colombo on the 10th instant p.m. and may be expected here on or about the 20th instant p.m.
 THE AMERICAN MAIL.
 The str. Korea sailed from Yokohama 10th instant en route to Hongkong, and is due to arrive at this port on the 23rd inst.
 The T.K.K. str. Nippon Maru sailed from San Francisco on the 6th inst. for Hongkong, via Honolulu, Yokohama, Kobe, Nagasaki and Shanghai, and is due to arrive at Hongkong on the 4th prox.
 THE AUSTRALIAN MAIL.
 The E. & A. str. Aldenham left Sydney on the 31st ultimo for Queenland Ports, Manila and this port.
 THE CANADIAN MAIL.
 The C.P.R. Co's str. Empress of Japan left Vancouver for Hongkong via the usual ports of call on the 7th instant a.m.
 MERCHANT STEAMERS.
 The H.A. Line str. Liberia left Shanghai on the 11th instant p.m., and may be expected here to-day.
 The Mogul Line str. Pothien left Singapore on the 10th instant, and is due at this port to-morrow.
 The Austrian Lloyd's str. Austria left Singapore for this port on the 10th inst., and is due here to-morrow.
 The Mogul Line str. Sikh sailed from the United Kingdom for Hongkong via Straits on the 3rd instant.
 The Bank Line str. Kumeric sailed from Yokohama on the 12th instant for Hongkong via ports.
 The "Ben" Line str. Benvenue from Mid-desbro, Antwerp and London left Singapore on the 13th instant for this port.
 The O.S.K. str. Seattle Maru left Tacoma, Wash., for this port on the 20th ultimo, and is expected to arrive here on or about the 27th instant.

ON SALE.

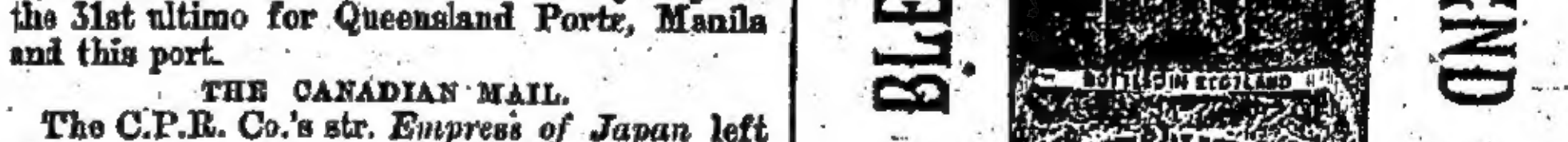
A TABLE OF THE RATES OF EXCHANGE AT HONGKONG
 For Demand Drafts on London on the day of or preceding the departure of the English Mail; also Table of the Yearly Approximate Averages for 36 years FROM 1874 to 1909.
 Price \$2 Cash. On sale at the "DAILY PRESS" Office, or Local Booksellers.

VISITORS TO CANTON, Should Purchase "FROM HONGKONG TO CANTON, BY THE PEARL RIVER."

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 Canton: Messrs. A. S. WATSON & Co.
 Hongkong, 4th October, 1909.

Cutler, Palmer & Co's SPECIAL BLEND WHISKY.

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 Hongkong, 4th October, 1909.

VESSELS ON THE BERTH

THE PENINSULAR AND ORIENTAL STEAM NAVIGATION COMPANY.
 STEAM FOR STRAITS, CEYLON, AUSTRALIA, INDIA, ADEEN, SUEZ, MEDITERRANEAN PORTS, PLYMOUTH AND LONDON
 THROUGH BILLS OF LADING ISSUED FOR: BATAVIA, PERMAN, GULF, CONTINENTAL, AMERICAN AND SOUTH AFRICAN PORTS.
 THE Steamship
 Captain B. W. H. Snow, carrying His Majesty's Mails, will be despatched to a this for Bombay, &c., on SATURDAY, 17th September, 1910, at Noon, taking passengers and Cargo for the above ports in connection with the Company's s.s. "MOOLTAN," 9,221 tons, from Colombo, passengers' accommodation in which vessel is secured before departure from Hongkong.
 Silk and Valuables, all cargo for France and Tea for London (under arrangement) will be transhipped at Colombo into the mail steamer proceeding direct to Marseilles and London other cargo for London, &c., will be conveyed via Bombay by the R.M.S. "PARSIA," due in London on the 15th October, 1910.
 Parcels will be received at this Office until 4 P.M. the day before sailing. The contents and value of all packages are required.
 For further particulars, apply to
 E. A. HEWETT,
 Superintendent.
 Hongkong, 5th September, 1910. [1]

"SHIRE" LINE OF STEAMERS, LTD.
 FOR MARSEILLES, LONDON AND ANTWERP.
 THE Steamship
 "CARNARVONSHIRE,"
 Captain Gregory, will be despatched as above on or about the 17th September.
 For Freight or Passage, apply to
 JARDINE, MATHESON & Co., Ltd., Agents.
 Hongkong, 31st August, 1910. [999]

AUSTRIAN LLOYD'S STEAM NAVIGATION COMPANY.

STEAM TO SHANGHAI, YOKOHAMA AND KOBE.
 THE Company's Steamship
 "AUSTRIA,"
 Captain Ralioch, will leave for the above places on SUNDAY, the 18th inst., a.m.
 This Steamer has capital accommodation for passengers. Electric light, carried a doctor and stewards.
 For Freight or Passage, apply to
 SANDER, WIELER & Co., Agents, Prince's Building.
 Hongkong, 13th September, 1910. [3]

CANADIAN PACIFIC RAILWAY CO. FOR VANCOUVER.

THE Steamship
 "SUVERIC,"
 From Hongkong,
 ON TUESDAY, THE 27th SEPTEMBER, FOR VANCOUVER DIRECT.
 To be followed by
 KUMERIC 20th Oct.
 AYMERIC 20th Nov.
 SUVERIC 15th Dec.
 OCEANIC 17th Jan. 1911.
 Bills of Lading issued to Victoria, Vancouver and Overland Points in Canada and United States and to the West Indies.
 For further information regarding rates of freight, etc., apply to
 CANADIAN PACIFIC RAILWAY Co.,
 Hongkong.
 Hongkong, 14th September, 1910. [1057]

AUSTRIAN LLOYD'S STEAM NAVIGATION COMPANY.
 STEAM FOR
 PIUM and NIEBSTE (DIBRO),
 Calling at SINGAPORE, PENANG, CALCUTTA, COLOMBO, ADEEN, SUEZ and PORT SAID.
 (Taking Cargo at through rates to the BRAZILS to SOUTH AFRICA, PERSIAN GULF, RED SEA, BLACK SEA, LEBANT, VENICE, and ADRIATIC PORTS).
 THE Company's Steamship
 "VORWAERTS,"
 Captain Bednars, will be despatched as above on THURSDAY, the 29th Sept.
 This Steamer has capital accommodation for passengers, electric light, electric fan in all cabins, and carries a doctor.
 For information as to Passage and Freight apply to
 SANDER, WIELER & Co., Agents, Prince's Building.
 Hongkong, 31st August, 1910. [3]

PENINSULAR & ORIENTAL

STEAM NAVIGATION COMPANY.

FOR	STEAMERS	TO SAIL	REMARKS
LONDON VIA USUAL PORTS	DELTA	Noon, 17th	See Special of Calcutta
LONDON and ANTWERP	CANDIA	About 21st	Freight only
VIA SINGAPORE, PENANG, COLOMBO, PORT SAID and MARSEILLES	Capt. W. E. Hickey	Sept.	
SHANGHAI, MOJI, KOBE and YOKOHAMA	PALAWAN	About 22nd	Freight and Passage
	Capt. C. L. Longden, R.N.R.	Sept.	
LONDON and ANTWERP	SYRIA	About 5th	Freight and Passage
	Capt. D. C. Greger, R.N.R.	Oct.	

For Further Particulars, apply to

E. HEWITT,
Superintendent

Hongkong, 15th September, 1910

CHINA NAVIGATION CO., LD.

SAILINGS SUBJECT TO ALTERATION

FOR	STEAMER	TO SAIL
SHANGHAI	CHENAN	On 15th Sept, 4 P.M.
CHEFOO & NEWCHANG	PAOTING	On 15th Sept, 4 P.M.
HAIPHONG	SINGAN	On 16th Sept, 9 A.M.
SHANGHAI	LINAN	On 18th Sept, 11 P.M.
MANILA	TAMING	On 20th Sept, 4 P.M.
LOILO & ZEBU	KAIFONG	On 21st Sept, 4 P.M.
CHEFOO & TIENTSIN	KUEICHOW	On 25th Sept, 4 P.M.
MANILA, ZAMBOANGA, THURSDAY ISLAND, COOKTOWN, CAHNS, TOWNSVILLE, BRISBANE, SYDNEY & MELBOURNE	CHANGSHA	On 30th Sept, 4 P.M.

DIRECT SAILINGS TO WEST RIVER, Twice Weekly.

S.S. "LINTAN" and S.S. "SANUI".
AUSTRALIAN STEAMERS have superior accommodation with Electric Light throughout and Electric Fans in the State-rooms. A duly qualified Surgeon is carried. REDUCED FARES, Cargo booked through for all Australian, New Zealand and Tasmanian Ports.

MANILA TWIN SCREW STEAMERS & TIENTSIN STEAMERS have superior Passenger accommodation with Electric Light throughout and Electric Fans in the State-rooms and Dining Saloon.

FAST SCHEDULE TWIN SCREW STEAMERS ("ANHUI," "CHENAN," "CHINHUA" and "LINAN") with excellent accommodation, Electric Light throughout and Electric Fans in the State-rooms and Dining Saloon, leaving Hongkong for Shanghai direct every Thursday and Sunday, taking cargo on through Bills of Lading to all Yangtze and Northern China Ports.

N.B.—Passengers must embark before mid-night on SATURDAY, for the SUNDAY Morning sailings. A Co.'s launch leaves Murray Pier at 10 o'clock every SATURDAY Night.

These Steamers Land Passengers in Shanghai, avoiding the inconvenience of transshipment at Woosung.

FARE, \$45 SINGLE and \$80 RETURN.
For Freight or Passage apply to—
HONGKONG, 15th September, 1910

BUTTERFIELD & SWIRE,
AGENTS.

EAST ASIATIC CO., LD.

COPENHAGEN, SINGAPORE, BANGKOK & SHANGHAI

RUSSIAN EAST ASIATIC CO., LD.,

ST. PETERSBURG & VLADIVOSTOK

PROJECTED SAILINGS FROM HONGKONG.

SUBJECT TO ALTERATION.

DESTINATION	STEAMERS	DATE OF SAILING
COPENHAGEN	"TRANQUEBAR"	On 20th October.
SHANGHAI, YOKOHAMA and KOBE	"SIAM"	On 6th December.

For Further Particulars apply to

MELOHERS & CO.,
AGENTS.

Hongkong, 14th September, 1910.

DOUGLAS STEAMSHIP CO., LD

HONGKONG-SOUTH CHINA COAST PORTS

HIGHEST Class, Fastest and Most Luxurious Steamers on the Coast, having Splendid Accommodation for First Class Passengers. Electric Light. Excellent Cuisine.

FOR

SAWTOW, AMOY AND FOOCHEW AND RETURN.

Occupying 9 to 10 Days.

STEAMSHIPS	CAPTAIN	LEAVING.
"HAIOHONG"	Capt. W. C. Passmore	FRIDAY, 16th Sept, at 10 A.M.
"HAIKAN"	Capt. J. V. Evans	TUESDAY, 20th Sept, at 10 A.M.
"HAIYANG"	Capt. A. E. Hodgins	FRIDAY, 23rd Sept, at 10 A.M.

For SWATOW AND RETURN.

(Occupying 3 Days).

"HAIMUN" ... Capt. H. Stewart ... THURSDAY, 15th Sept, at 10 A.M.
SUNDAY, 18th Sept, at 11 A.M.
Steamers will arrive at and Depart from the Company's Wharf (near Black Pier). During the Month of September, a Special Reduction of 20 per cent. on Fares to Foochow and Return will be Allowed.

For Freight and Passage apply to—

DOUGLAS, LAPRAIK & Co.,
GENERAL MANAGERS.

Hongkong, 14th September, 1910.

INDO-CHINA S. NAV. CO., LD.

PROJECTED SAILINGS FROM HONGKONG (SUBJECT TO ALTERATION.)

FOR	STEAMERS	TO SAIL
SINGAPORE, PENANG & CALCUTTA	"POOKSANG"	Thursday, 15th Sept, 3 P.M.
MANILA	"LOONGSANG"	Friday, 16th Sept, 4 P.M.
TIENTSIN	"CHEONGSHING"	Monday, 19th Sept, Noon
SHANGHAI	"LOKSANG"	Tuesday, 20th Sept, Noon
SINGAPORE, PENANG & CALCUTTA	"LAISANG"	Tuesday, 20th Sept, Noon
MANILA	"YUENSANG"	Friday, 23rd Sept, 4 P.M.
SHANGHAI, KOBE & MOJI	"KUTSANG"	Tuesday, 4th Oct, Noon

RETURN TOUS TO JAPAN.

OCCUPYING 24 DAYS.

The Steamers "KUTSANG," "NANGANG" and "POOKSANG" leave about every 3 weeks for Shanghai and returning via Kobe (Inland Sea) and Moji to Hongkong.
These vessels have all modern improvements and are fitted throughout with Electric Light.
A duly qualified surgeon is also carried.

Steamers have superior accommodation for First Class Passengers and are fitted throughout with Electric Light.

Taking Cargo on through Bills of Lading to Yangtze Ports, Chefoo, Tientsin & Newchwang

Telephone No. 215, Sui. Exch. 4.
For Freight or Passage, apply to—
HONGKONG, 15th September, 1910

JARDINE, MATHESON & Co., LTD.,
GENERAL MANAGER

SOUTH AMERICAN LINE.

REGULAR STEAMSHIP SERVICE FOR
CALLAO, IQUIQUE, VALPARAISO, ETC., VIA MOJI, KOBE, YOKOHAMA,
HONOLULU, MANZANILLO AND SALINA CRUZ (Mexico).
1910.

S.S. BUYO MARU	10,500 tons gross	Sail Oct. 22nd, at Noon.
S.S. HONGKONG MARU	11,000 "	Dec. 21st, at Noon.
S.S. KIYO MARU	17,200 "	About Mid. Feb. 1911

For particulars apply to

N. YAMADA, Acting Manager.

TOYO KISEN KAISHA, King's Building
Hongkong, 1st September, 1910.

NIPPONYUSEN KAISHA

(THE JAPAN MAIL STEAMSHIP CO.)

PROJECTED SAILINGS FROM HONGKONG—
SUBJECT TO ALTERATION.

DESTINATIONS.	STEAMERS.	TONS.	SAILING DATES.
MARSEILLES, LONDON and ANTWERP, via SINGAPORE, PENANG, COLOMBO and PORT SAID	KITANO MARU Capt. F. E. Cape	9,000	WEDNESDAY, 28th Sept, at Daylight.
	IYO MARU Capt. R. Takeda	7,000	WEDNESDAY, 12th Oct, at Daylight.
	HIRANO MARU Capt. H. Fraser	9,000	WEDNESDAY, 26th Oct, at Daylight.
VICTORIA B.C. & SEATTLE	KAMAKURA MARU Capt. J. Nago	7,000	SATURDAY, 8th Oct, from Kobe.
VICTORIA, B.C. and SEATTLE, via SHANGHAI, MOJI, KOBE, YOKKAICHI, and YOKOHAMA	INABA MARU Capt. K. Kawara	7,000	TUESDAY, 11th Oct, at Noon.
	TAMBA MARU Capt. K. Sato	7,000	TUESDAY, 8th Nov, at Noon.
SYDNEY and MELBOURNE, via MANILA, THURSDAY ISLAND, TOWNSVILLE and BRISBANE	YAWATA MARU Capt. T. Sekine	5,000	FRIDAY, 30th Sept, at Noon.
	NIKKO MARU Capt. M. Yagi	6,000	FRIDAY, 28th Oct, at Noon.
KOBE and YOKOHAMA	HIRANO MARU Capt. H. Fraser	7,000	THURSDAY, 15th Sept, at 5 P.M.
SINGAPORE, COLOMBO and BOMBAY	TOSA MARU Capt. Y. Nomura	6,000	SATURDAY, 24th September.
NAGASAKI, KOBE and YOKOHAMA	NIKKO MARU Capt. M. Yagi	6,000	WEDNESDAY, 28th Sept, at Noon.
SHANGHAI, MOJI and KOBE	BOMBAY MARU Capt. Teranaka	5,000	WEDNESDAY, 28th September.

— Calling at Saigon.
† Fitted with New System of Wireless Telegraphy. ‡ Cargo only. * Carries Deck Passengers.

PASSENGER SEASON, 1911.

SAILINGS AND PASSAGE RATES FROM HONGKONG.

Steamers.	Tons.	Leave H.K.	RATES OF PASSAGE.
MIYASAKI MARU	9000	15th Feb.	To London, per New Steamer
KITANO	9000	1st Mar.	1st Class S Y. 550.00
IYO	7000	15th "	2nd Class S Y. 360.00
HIRANO	9000	29th "	3rd Class S Y. 240.00
TANGO	8000	12th April	"old str. 1st Class S Y. 500.00
KAMO	9000	26th "	2nd Class S Y. 330.00
AKI	7000	10th May	1st Class S Y. 495.00
MISHIMA	9000	24th "	2nd Class S Y. 330.00

VICTORIA, B.C., & SEATTLE, WASH., U.S.A.

Steamers.	Tons.	Leave H.K.	RATES OF PASSAGE.
AWA MARU	7000	28th Feb.	To Pacific Coast Common Ports:
INADA	7000	28th Mar.	1st Class S £30
TAMBA	7000	25th April	2nd Class S £21
AWA	7000	23rd May	To London via New York:
			1st Class S £60
			via St. Lawrence:
			1st Class S £59

For further information as to Freight, Passage, Sailings, &c., apply at
T. KUSUMOTO,
HONGKONG, 7th September, 1910. MANAGER. [13-125]

CHINA AND MANILA

STEAMSHIP COMPANY, LIMITED.



STEAMSHIP	TONS.	CAPTAIN	FOR	SAILING DATE.
ZAFIRO	2540	A. Fraser	Manila	On 17th Sept, Noon.
RUBY	2540	R. Rodger	Manila	On 24th Sept, Noon.

For Freight or Passage apply to
HONGKONG, 5th September, 1910. SHEWAN, TOMES & Co. General Managers.

HAMBURG-AMERIKA LINIE.

Regular Sailings from JAPAN, CHINA and PHILIPPINES,
via STRAITS and COLOMBO,
to MARSEILLES, HAVRE, BREMEN and HAMBURG and to NEW YORK.

TAKING Cargo at Through Rates to all European North Continental and British Ports, also Trieste, Lisbon, Oporto, Marseilles, Genoa, and other Mediterranean, Levantine, Black Sea and Baltic Ports, and all North and South American Ports.

NEXT SAILINGS FROM HONGKONG:

OUTWARD.	HOMeward.
For SHANGHAI, KOBE & YOKOHAMA:	For HAVRE, ROTTERDAM, HAMBURG & ANTWERP:
S.S. C. FEED. LAEISZ 27th Sept.	S.S. BADENIA ... 2nd Oct.
S.S. ARMENIA ... 6th Oct.	For MARSEILLES, HAVRE & HAMBURG:
S.S. SENEGAMBIA ... 21st Oct.	S.S. AMBRIA ... 4th Oct.
S.S. SILESIA ... 4th Nov.	For HAVRE & HAMBURG:
S.S. SUEVIA ... 16th Nov.	S.S. ALESIA ... 11th Oct.
S.S. ARABIA ... 30th Nov.	For MARSEILLES, HAVRE & HAMBURG:
S.S. SCANDIA ... 15th Dec.	S.S. C. FEED. LAEISZ 23rd Oct.

For Further Particulars, apply to—

HAMBURG-AMERIKA LINIE,
Hongkong Office.

Hongkong, 7th September, 1910.

OSAKA SHOSEN KAISHA.

REGULAR SERVICES, PROPOSED SAILINGS FROM HONGKONG.
(Subject to Alteration).

TRANS-PACIFIC SERVICE.

Connecting at TACOMA with
THE CHICAGO, MILWAUKEE AND PUGET SOUND
RAILWAY AND
THE CHICAGO, MILWAUKEE AND ST. PAUL RAILWAY.
(The only direct train service, without transshipment, also shortest and fastest route, from the Pacific Coast to Chicago). Taking cargo on through Bills of Lading to all Overland Common Points in the U.S.A. and Canada, also to the principal ports in Mexico, Central and South America.

FOR	STEAMERS	Tons (Gross reg.)	LEAVES.
VICTORIA, B.C. & TACOMA via MOJI, KOBE and YOKOHAMA	"PANAMA MARU" Capt. T. Ogata	6,069	WEDNESDAY, 21st Sept, at Noon
	"SEATTLE MARU" Capt. T. Saito	6,182	WEDNESDAY, 5th Oct, at Noon

The Co.'s Newly Built Steamers have fair speed. Superior accommodation for storage. Passengers situated AMIDSHIP. A limited number of Cabin Passengers carried at Low Rates. Best adapted rooms for carrying Silk, Treasure and Parcels. Special attention given towards Express connection.

HONGKONG, SOUTH CHINA COAST PORTS & FORMOSA SERVICE

FOR	STEAMERS	LEAVES.
SHANGHAI VIA SWATOW, AMOY & FOOCHEW	"BUJUN MARU" Capt. Y. FUSENO	THURSDAY, 15th Sept, at Noon.
TAMSUI VIA SWATOW, AMOY	"DAIJUN MARU" Capt. Y. KUBURAKI	SUNDAY, 18th Sept, at 10 A.M.

Special Reduction of 20 per cent. will be allowed to 1st and 2nd Class Passengers to Foochow during the month of September, 1910.
CHEAPEST THROUGH PASSAGE TO NANKING, in connection with The NISSHIN KISEN KAISHA's Steamers at Shanghai, for The NANKING EXPOSITION.

HONGKONG-NANKING, RETURN.

1st CLASS.	2nd CLASS.	3rd CLASS.
\$73.00	\$55.00	\$27.00.

1st and 2nd Class Passengers have the option of travelling by Rail between Shanghai and Nanking.
Fair Speed. Superior Passenger Accommodation. Electric Light throughout. First Class Cuisine.

The Newly Built Steamers, "CHOSHUN MARU" and "BUJUN MARU" have First Class Cabins AMIDSHIP.
For information of Freight, Passages, Sailings, etc., apply at the Co.'s Local Branch Office, at Second Floor, No. 1, Queen's Buildings.

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T. ARIMA,
MANAGERTHOS. COOK & SON,
TOURIST, STEAMSHIP & FORWARDING AGENTS,
BANKERS, &c.

CHIEF OFFICE:—LUDGATE CIRCUS, LONDON, E.C.
TICKETS TO EUROPE by the principal STEAMSHIP LINES and TRANS-SIBERIAN RAILWAY.
TOURS arranged to ALL PARTS of the WORLD.
BAGGAGE collected, forwarded and insured at lowest rates.
LETTERS of CREDIT and CIRCULAR NOTES ISSUED and CASHED.
FOREIGN MONIES exchanged.

OFFICIAL AGENTS FOR THE OBERAMMERGAU PASSION
PLAYS OF 1910, AND THE ANGLO-JAPANESE EXHIBITION OF 1910.

Head Office for the Far East:—
16, DES VŒUX ROAD,
662] HONGKONG.

Japan Office:
32, WATER STREET,
YOKOHAMA.

O. B. ICE

Made from distilled water only. Quadruplicate filtration. Absolute purity assured. Plant open to inspection at all times.

ORIENTAL BREWERY, LTD.,

BREWERS AND MANUFACTURERS OF ICE,

DEPOT: 55 & 57, DES VŒUX ROAD.

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"HONGKONG DAILY PRESS"
PUBLICATIONS.

DIRECTORY AND CHRONICLE OF THE FAR EAST ... \$10.00	FROM HONGKONG TO CANTON, BY THE PEARL RIVER—A Book for the Globetrotter, by Capt. C. V. LLOYD, with Maps and Illustrations ... \$1.75
CHILDREN OF FAR CATHAY: A Social and Political Novel, by C. J. Halscombe ... 8.50	HONGKONG WEEKLY PRESS, half yearly vol. bound ... 7.50
THE JUBILEE OF HONGKONG, being an Historical Sketch to which is added an Account of the Celebrations in 1891 ... 1.00	FIFTY YEARS ANGLO-CHINESE CALENDAR, 1864 to 1913 ... 2.0
THE HONGKONG TYPHOON, Sept. 18th, 1906, Illustrated Account ... 0.50	RATES OF EXCHANGE AT HONGKONG, English Mail days 1874 to 1909 ... 2.00
TEMPORARY MINING REGULATIONS IN CHINA ... 0.50	BOMBAY RATES OF EXCHANGE AT HONGKONG, English Mail Days 1893 to 1908 ... 1.00
REGULATIONS FOR RAILWAY CONSTRUCTION IN CHINA ... 0.50	CALLED OUT: or the Chung Wang's Daughter, an Anglo-Chinese Romance, by Chas. J. H. Halcombe ... 2.00
HONGKONG HANDBOOK REPORTS OF THE MEETINGS OF THE LEGISLATIVE COUNCIL, Published Annually ... 2.00	SKETCH OF THE WEST RIVER PLAN OF VICTORIA ... 1.00
MOUNTINGS OF NAVAL GUNS and their Subsequent Use, with the Lady Smith Relief Column ... 1.00	" " KOWLOON ... 0.75
WARLIKE EXPLOITS OF THE MERCHANT NAVY, by J. E. Featherstonhaugh ... 1.00	" " PEAK ... 0.75
POLITICAL OBSTACLES TO MIS- STONARY SUCCESS IN CHINA ... 0.25	" " NEW TERRITORY ... 0.75
TRADE MARK REGULATIONS IN CHINA ... 0.25	" " CANTON ... 0.50
	POWER OF ATTORNEY FORM ... 0.25
	MAIL TABLES for 1910 ... 0.30 & 2.50

GEBRUEDER LENK, **RODEWISCH IV.** MANUFACTURERS OF **BERLIN WOOL.**

FOR PARTICULARS, CATALOGUES AND SAMPLES, APPLY TO THE SOLE
REPRESENTATIVE FOR CHINA:
HUGO C. A. FROMM,
HONGKONG: 4, QUEEN'S BUILDING. TELEPHONE 960.

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POST OFFICE NOTICE

Only fully prepaid letters and postcards are transmissible by the SIBERIAN
Route to EUROPE.

The *Della*, with the Siberian mail, is due to arrive at Hongkong to-morrow.

FOR	PER	DATE
Swatow	Hainan	Thursday, 15th, 9.00 A.M.
Bangkok	Thailand	Thursday, 15th, 11.00 A.M.
Swatow, Amoy, Foochow and Shanghai	Batavia	Thursday, 15th, 1.00 P.M.
Macao	Sui Tai	Thursday, 15th, 1.15 P.M.
Singapore, Penang and Calcutta	Chongking	Thursday, 15th, 2.00 P.M.
Shanghai	Chongking	Thursday, 15th, 3.00 P.M.
Chefoo and Newchwang	Chongking	Thursday, 15th, 3.00 P.M.
Kobe and Yokohama	Chongking	Thursday, 15th, 4.00 P.M.
Saigon	Chongking	Thursday, 15th, 4.00 P.M.
Hoihow, Pakhoi and Haiphong	Chongking	Thursday, 15th, 5.00 P.M.
Hoihow, Singapore and Bangkok	Chongking	Thursday, 15th, 5.00 P.M.
Haiphong	Singapore	Friday, 16th, 8.00 A.M.
Swatow, Amoy and Foochow	Chongking	Friday, 16th, 9.00 A.M.
Amoy	Chongking	Friday, 16th, 11.00 A.M.
Macao	Chongking	Friday, 16th, 1.15 P.M.
Manila	Chongking	Friday, 16th, 3.00 P.M.
Bangkok	Chongking	Friday, 16th, 1.00 P.M.
KEELUNG, SHANGHAI, NAGASAKI, KOBE, YOKKAICHI, YOKOHAMA, HONOLULU & SAN FRANCISCO	Mongolia	Thursday, 15th, 9.00 A.M. (Registration with late fee of 10 cents up to 9.30 A.M.) Kowloon B.O. 9.00 A.M. No late fee. Letters 10.00 A.M.
Port Darwin Thursday 14, Cooktown, Cairns, Townsville, Brisbane, Sydney, Hobart, Launceston, New Zealand, Melbourne, Adelaide, Dunedin, Perth and Fremantle	St. Albans	Saturday, 17th, 10.00 A.M.
Manila	Zafra	Saturday, 17th, 10.00 A.M.
EUROPE, &c., India via Tutuorin (Late Letters 11.00 to NOON Extra Postage 10 cents.) (Supplementary mail on board up to the time fixed for departure of the mail. Extra Postage 10 cents.) (Letters posted in all the Pillar Boxes in time for the first clearance will be included in this contract mail.) The Parcel mail will be closed on Friday, the 16th inst., at 5 P.M.	Della	Saturday, 17th, 10.00 A.M. Printed Matter and Sam- ples 10.00 A.M. Registration with late fee of 10 cents up to 10.45 A.M. Kowloon B.O. 10.00 A.M. No late fee. Letters 11.00 A.M.
Macao	Sui Tai	Saturday, 17th, 1.15 P.M.
SHANGHAI, NAGASAKI, KOBE, YOKOHAMA, VICTORIA & VANCOUVER (B.C.) SIBERIAN MAIL TO EUROPE	Empress of India	Saturday, 17th, 3.00 P.M. Printed Matter and Sam- ples 4.00 P.M. Registration with late fee of 10 cents up to 4.00 P.M. Kowloon B.O. 5.00 P.M.
Manila, Molle, Kobe, Yokohama, Hakodate, and Portland	Rygya	Saturday, 17th, 5.00 P.M.
Shanghai	Linan	Saturday, 17th, 5.00 P.M.
Swatow	Hainan	Sunday, 18th, 9.00 A.M.
Tientsin	Chongking	Monday, 19th, 11.00 A.M.
Swatow, Amoy and Foochow	Hainan	Tuesday, 20th, 9.00 A.M.
Singapore, Penang and Calcutta	Lansing	Tuesday, 20th, 11.00 A.M.
Manila	Taming	Tuesday, 20th, 3.00 P.M.
Molle, Kobe, Yokohama, Victoria and Tacoma	Panama Maru	Wednesday, 21st, 10.00 A.M.
EUROPE, &c., INDIA VIA TUTUORIN (Late Letters 11.00 A.M. to 11.30 Extra Postage 10 cents.) (Letters posted in all the Pillar Boxes in time for the first clearance will be included in this contract mail.)	Buolow	Wednesday, 21st, 10.00 A.M. Printed Matter and Sam- ples 10.00 A.M. Registration with late fee of 10 cents up to 10.45 A.M. Kowloon B.O. 10.00 A.M. No late fee. Letters 11.00 A.M.
Hilo and Cebu	Kaifong	Wednesday, 21st, 3.00 P.M.
Swatow, Amoy and Foochow	Hanyang	Friday, 23rd, 9.00 A.M.
Manila	Yuenang	Friday, 23rd, 3.00 P.M.
Manila	Rubi	Saturday, 24th, 10.00 A.M.
SHANGHAI, NAGASAKI, KOBE, YOKOHAMA, HONOLULU & SAN FRANCISCO	Tonyo Maru	Saturday, 24th, 10.00 A.M. Printed Matter and Sam- ples 10.00 A.M. Registration with late fee of 10 cents up to 10.30 A.M. Kowloon B.O. 10.00 A.M. No late fee. Letters 11.00 A.M.
Chefoo and Tientsin	Kueichow	Sunday, 25th, 9.00 A.M.
Manila, Zamboanga, Port Darwin, Thursday Island, Cooktown, Cairns, Townsville, Bris- bane, Sydney, Hobart, Launceston, New Zealand, Melbourne, Adelaide, Dunedin, Perth and Fremantle	Changsha	Friday, 30th, 3.00 P.M.

TELEGRAPHIC ADDRESS:
MARINEWORK

TELEPHONE:
Office 358, Works 354.

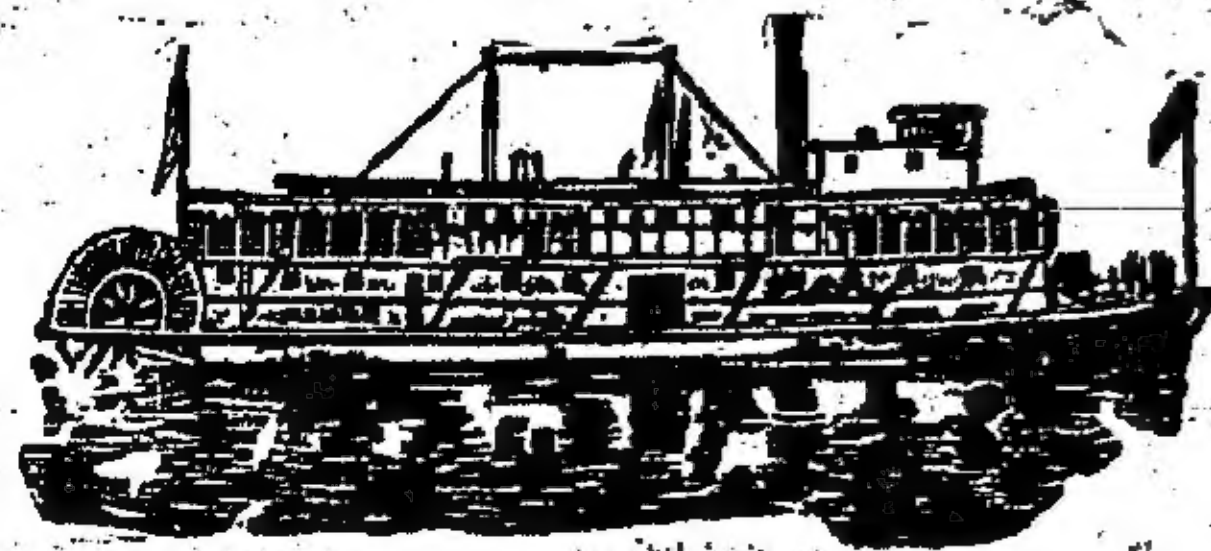
WILLIAM C. JACK & CO., LTD. ELECTRICAL AND MECHANICAL ENGINEERS.

14, DES VUEX ROAD CENTRAL, HONGKONG.

LIGHT

DRAFT

VESSELS



"If a man can write a better book, preach a better sermon, or
make a better mousetrap than his neighbour, though he build his house
in the woods, the world will make a beaten path to his door."—EMERSON.

OUR LINES ARE

"OSRAM" LAMPS. "PETTER" ENGINES. "ALLEN" PUMPS.
"HALL'S" DISTEMPER, ATLAS METALS AND SOUND MECHANICAL
AND ELECTRICAL ENGINEERING ADVICE TO OUR CLIENTS.

COMMERCIAL

EXCHANGE
CLOSING QUOTATIONS.

September 14th.

ON LONDON:—		
Telegraphic Transfer	.....	194
Bank Bills, on demand	.....	194
Bank Bills, at 30 days' sight	.....	194
Bank Bills, at 4 months' sight	.....	194
Credits, at 4 months' sight	.....	194
Documentary Bills 4 months' sight	.....	194
ON PARIS:—		
Bank Bills, on demand	.....	226
Credits, at 4 months' sight	.....	230
ON GERMANY:—		
On demand	.....	183
ON NEW YORK:—		
Bank Bills, on demand	.....	43
Credits, at 60 days' sight	.....	44
ON HONGKONG:—		
Telegraphic Transfer	.....	134
Bank, on demand	.....	134
ON CALCUTTA:—		
Telegraphic Transfer	.....	134
Bank, on demand	.....	134
ON SHANGHAI:—		
Bank, at sight	.....	74
Private, 30 days' sight	.....	75
ON YOKOHAMA:—		
On demand	.....	88
ON MANILA:—		
On demand—Pesos	.....	88
ON SINGAPORE:—		
On demand	.....	76
ON BATAVIA:—		
On demand	.....	107
ON HANKOW:—		
On demand	.....	1
ON SAIGON:—		
On demand	.....	1
ON BANGKOK:—		
On demand	.....	86
S. MERRILLS, Bank's Buying Rate		\$11.10
GOLD LEAF, 100 fine, per tael		\$68.30
BAR SILVER, per oz.		24
SUBSIDIARY COINS.		
		per cent

SHARE LIST.—QUOTATIONS.

HONGKONG, SEPTEMBER 14TH, 1910.

STOCKS.	NO. OF SHARES.	VALUE.	PAID UP.	CLOSING QUOTA- TIONS CASH.
BANKS.—				
Hongkong & Shanghai Bank Corporation	120,000	\$125	all	\$935, sellers
National Bank of China, Limited	99,925	47	26	\$76, buyers
Bank of China, Limited	8,604	12/6	12/6	\$8, sellers
China Bank, Limited	60,000	\$12	\$12	\$8, buyers
China Light and Power Company, Limited	50,000	\$10	\$10	\$140
China Provident Loan & Mortgage Co., Ltd.	50,000	\$1	\$1	\$8, buyers
COTTON MILLS.—				
Ewo Cotton Spinning & Weaving Co., Ltd.	20,000	Tls. 50	Tls. 50	Tls. 110
Hongkong Cotton Spinning Co., Ltd.	125,000	\$10	\$10	\$5
International Cotton Manufacturing Co., Ltd.	10,000	Tls. 75	Tls. 75	Tls. 55
Loan Kung-Mow & Co. Spinning Co., Ltd.	8,000	Tls. 160	Tls. 160	Tls. 55
Soy Chee Cotton Spinning Co., Limited	2,000	Tls. 500	Tls. 500	Tls. 240
DAIRY FARM COMPANY, Limited	40,000	\$74	\$6	\$19, buyers
DOCKS AND WHARVES.—				
H'kong & Kowloon Wharf & G. Co., Ltd.	60,000	\$50	all	\$54, sales
Hongkong & Whampoa Dock Co., Ltd.	50,000	\$57	all	\$50
New Amoy Dock Co., Limited	10,000	\$64	\$64	\$9, sellers
Shanghai Dock and Engineering Co., Ltd.	55,700	Tls. 100	Tls. 100	Tls. 76
Shanghai and Hongkong Wharf Co., Ltd.	35,000	Tls. 100	Tls. 100	Tls. 112
FEARWICK & CO., Limited	18,000	\$25	\$25	\$9, sellers
GREEN ISLAND CEMENT CO., Limited	400,000	\$10	\$10	\$4.75, x. div. sal.
Hongkong and China Gas Co., Limited	7,000	\$10	all	\$205
Hongkong Electric Co., Limited	60,000	\$10	\$10	\$20, buyers
Hongkong Hotel Company, Limited	12,000	\$50	\$50	\$100, sellers
Hongkong Ice Company, Limited	8,000	\$25	\$25	\$75, sellers
Hongkong Rope Manufacturing Co., Limited	60,000	\$10	all	\$135
H'kong & South China Steam Fisheries Co., Ltd.	15,000	\$10	all	\$21, sellers
INSURANCES.—				
Canton Insurance Office Co., Limited	10,000	\$250	\$20	\$187, buyers
China Fire Insurance Co., Limited	20,000	\$100	\$20	\$115
China Traders Insurance Co., Limited	24,000	\$83.33	\$25	\$974
Hongkong Fire Insurance Co., Limited	8,000	\$250	\$50	\$355, buyers
North China Insurance Co., Limited	10,000	\$15	\$5	Tls. 115
Union Insurance Society, Limited	12,000	\$250	\$100	\$820, sales
Yangtze Insurance Association, Limited	12,000	\$100	\$60	\$200
LANDS AND BUILDINGS.—				
Hongkong Land Investment Agency Co., Ltd.	50,000	\$100	\$100	\$101, sal. & buy.
Humphreys' Estate and Finance Co., Ltd.	150,000	\$10	\$10	\$9, sellers
Kowloon Land and Building Co., Ltd.	6,000	\$50	\$50	\$32
Shanghai Land Investment Co., Limited	78,000	Tls. 50	Tls. 50	Tls. 112
West Point Building Co., Limited	12,500	\$50	\$50	\$39, buyers
MINING.—				
Société Française des Charbonnages du Tonkin	16,000	Fcs. 250	all	\$720
Raub Australian Gold Mining Co., Ltd.	200,000	\$1	\$1	\$74, sellers
Peak Tramways Co., Limited	25,000	\$19	all	\$14, sellers
PHILIPPINE CO., Limited	50,000	\$10	\$10	\$10, sellers
REFINERIES.—				
China Sugar Refining Co., Limited	20,000	\$100	all	\$160, sellers
Longon Sugar Refining Co., Limited	7,000	\$100	all	\$25, sellers
ROBINSON PIANO CO., Limited	4,000	\$50	\$50	\$50, sellers
STEAMSHIP COMPANIES.—				
China and Manila Steamship Co., Ltd.	30,000	\$25	\$25	\$104, sellers
Donghai Steamship Co., Limited	20,000	\$50	all	\$32, sellers
Hongkong, Canton & Macao S.S. Co., Ltd.	60,000	\$15	\$15	\$32
Indo-China Steam Navigation Co., Ltd.	60,000 pref.	\$5	all	60, (L'don
Shell Transport & Trading Co., Limited	2,000,000	\$1	\$1	\$9, sales
Star Ferry Company, Limited	10,000	\$10	\$10	\$24, sellers
South China Morning Post, Limited	10,000	\$10	\$5	\$11, sellers
Steam Laundry Company, Limited	6,000	\$25	\$25	\$25, sales
STORES AND DISPENSARIES.—				
Campbell, Moore & Co., Limited	1,200	\$10	all	\$10
Wm. Powell, Limited	15,000	\$7	\$7	\$12, buyers
Watkins, Limited	10,000	\$10	\$10	\$64, sellers
A. S. Watson & Co., Limited	9,000	\$10	\$10	\$12, buyers
Weissmann, Limited	9,000	\$10	\$4	\$114, sellers
United Asbestos Oriental Agency, Limited	9,900 only	\$10	\$10	\$300
Union Waterboat Co., Limited	100 shares	\$10	\$10	\$8, buyers
RUBBERS.—				
Allagars	750,000	2/-	all	\$10
Anglo-Malaya	1,500,000	2/-	all	\$10
Balgownie	151,200	\$1	all	\$8/6
Batu Tigue	70,000	\$1	all	\$3/6
Bukit Kajang	80,000	\$1	all	\$11/8
Castlefield, fully paid	30,000	\$1	all	—
Chavotte	70,000	\$1	10/-	20/- prem.
Eastern and International	307,145	\$1	all	117/6
Highlands and Lowlands	70,000	\$1	all	6/3 prem.
Kanunings	1,825,000	2/-	all	—
Kuala Lumpur	180,000	\$1	all	\$2/6
Labas	100,000	2/-	all	\$4/6
Ledbury's	100,000	\$1	all	\$13/-
Linggis	900,000	2/-	all	6/6
London Asiatics	1,266,000	2/-	all	7/3
London Ventures	1,750,000	2/-	all	\$28 (Str.)
Marlemaus	—	—	all	\$31, x. div. (Str.)
Pegohs	50,000	\$2	all	24/-
Sandayofa	100,000	\$1	all	72/6
Sapong	65,000	\$1	all	\$144 (Str.)
Shelford	125,000	\$2	all	13/-
Singapore and Johore	995,000	2/-	all	—
Sunatra Parus	90,000	2/-	all	—
Sungei-Kapras	90,000	2/-	all	—
United Serdangs	170,000	\$1	all	120/-

Loans.

Amount.

Value.

Interest.

Quotation.

Chinese Imperial 1886	Tls. 767,200	Tls. 250	7% p. annum	Par.
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VERNON & SMYTH, Share-Brokers.



Virginia Leaf
No. 555.

Per 50
75 cents.

SOLE PROPRIETORS: ARDATH Tobacco Co., LONDON.

STATE EXPRESS CIGARETTES have a flavour quite
unique and absolutely unsurpassed. No injurious
mechanical means are employed in their production, and
they are prepared under the most perfect hygienic
conditions.

STATE EXPRESS **CIGARETTES**



Mark a distinct class of Smokers, men who
would not dream of smoking ordinary kinds.
State Express are the Cigarettes of quality for
men of taste.

STATE EXPRESS No. 555
Vacuum Tin of 50.

SIEMSEN & CO., Machinery Dept.

Hongkong.

The F. G. L. Metal Filament Lamps

ARE NOW SOLD AT GREATLY
REDUCED PRICES.

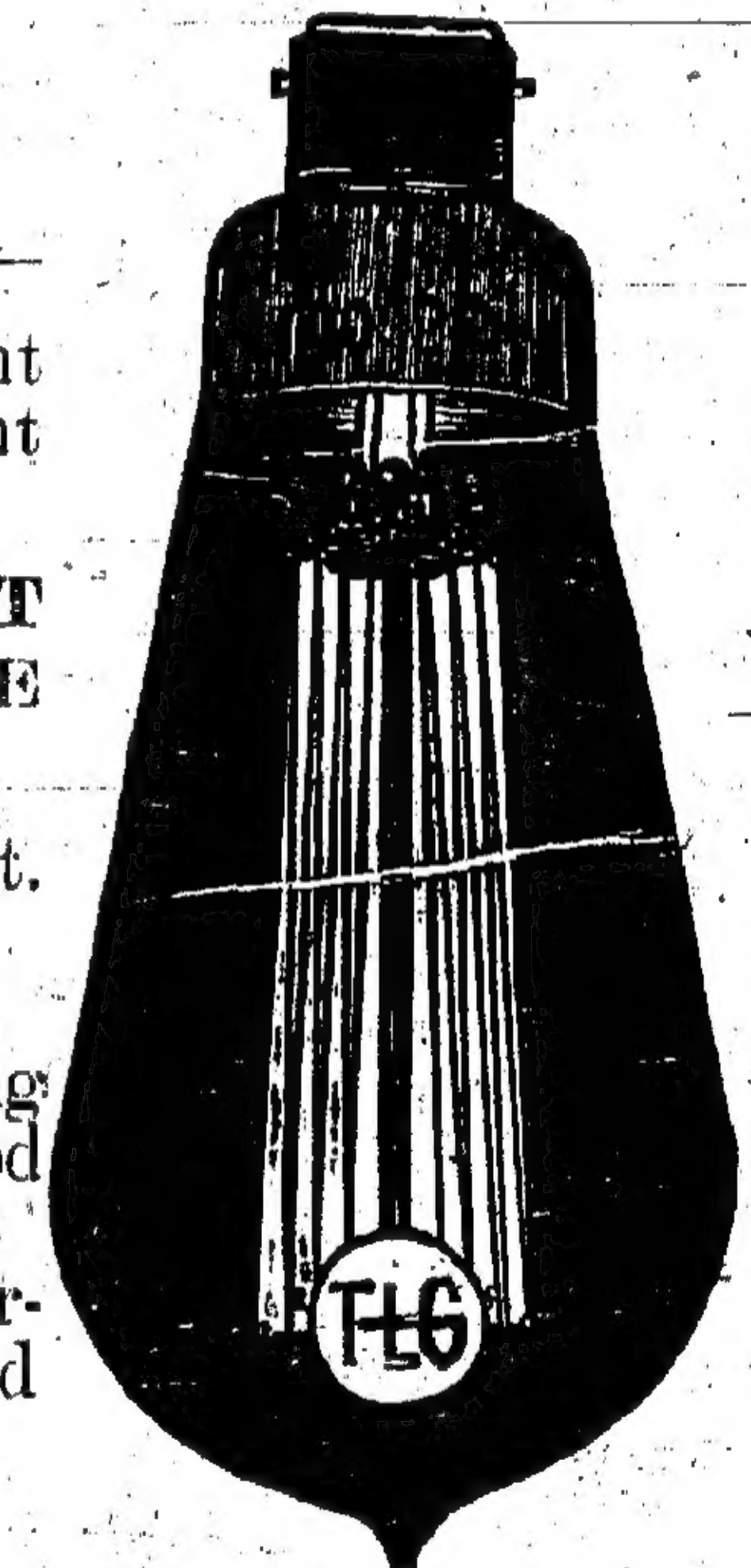
THE F. G. L. METAL FILAMENT LAMPS

Save 75 per cent. current
over carbon filament
lamps.

ARE THE CHEAPEST
AND BEST IN THE
MARKET.

Give agreeable white light.
Little risk of breakage.
Life 2000-3000 hours.
Great constancy of lighting
during the whole period
of burning.
Small pleasing forms, pear-
shaped, plain or frosted
glass.
Will burn in any position.

A number is engraved on each F. G. L. Lamp. Customers are
advised to keep a record of these numbers, in order to prevent
substitution of broken for sound lamps.



TO-DAY

9 P.M.—Warwick Major's Comedy Co., at
Theatre Royal—"The Case of Rebellions
Bugsan."

FORTHCOMING EVENTS.

Saturday, 17th Sept.—Eighteenth Half-Yearly
Drawing of Sixty-five Debentures of
Hongkong Club, 11 A.M.
Saturday, 17th Sept.—Ninth Ordinary Annual
Meeting of China Light and Power Co.,
Ltd., Noon.
Saturday, 17th Sept.—Fourth Meeting of Hong-
kong Gymkhana Club, at Happy Valley,
3.30 P.M.
Tuesday, 20th Sept.—Extraordinary General
Meeting of Hongkong Club, 5.15 P.M.
Thursday, 22nd Sept.—Annual General Meeting
of Hongkong Football League at F.M.C.A.
Rooms, 5.30 P.M.
Saturday, 24th Sept.—Ordinary Annual Meeting
of Hongkong Cotton Spinning Weaving &
Dyeing Co., Ltd., 11.15 A.M.
Saturday, 24th Sept.—Ordinary General Meet-
ing of Douglas Steamship Co., Ltd., Noon.

HONGKONG TIDE TABLE.

From September 15th to 21st, 1910.

HIGH WATER.				LOW WATER.			
Date	Time	Height	Direction	Date	Time	Height	Direction
Thurs. 15	5.50	6.7	m	15	1.30	1.8	m
Fri. 16	6.3	6.0	m	16	0.8	1.4	m
Sat. 17	6.8	5.8	m	17	0.6	1.4	m
Sun. 18	7.1	5.7	m	18	0.5	1.4	m
Mon. 19	7.2	5.6	m	19	0.4	1.4	m
Tues. 20	7.3	5.5	m	20	0.3	1.4	m
Wed. 21	7.4	5.4	m	21	0.2	1.4	m

HONGKONG METEOROLOGICAL REGISTER.

Hongkong Observatory, September 14th

Barometer	Therm. (Wetbulb)	Therm. (Drybulb)	Therm. (Maximum)	Therm. (Minimum)	Therm. (Average)
20.88	80	84	84	78	80
Humidity	81	79	81	78	80
Wind Direction	SW	East	8	1	0
Force	1	1	1	1	1